

Raleigh: Revitalization without Displacement

Alex Hutchinson
Chris Zimmerman

Raleigh, NC
October 20, 2016



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Improving lives by improving communities

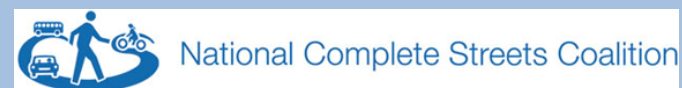


Who is Smart Growth America?

Smart Growth America is a national non-profit organization dedicated to researching, advocating for, and leading coalitions to bring smart growth practices to more communities nationwide.



- SGA Leadership Institute
- Local Leaders Council



Technical Assistance for Successful & Equitable Revitalization



Birmingham, AL



Jersey City, NJ



Raleigh, NC



TOD TA Initiative: TODresources.org


NATIONAL RESOURCES & TECHNICAL ASSISTANCE FOR
TRANSIT-ORIENTED DEVELOPMENT

LOGIN
REGISTER
CONTACT US

ABOUT
TOD HELP
BROWSE
BLOG
FUNDING

Creating economic opportunity through transit-oriented development

Technical assistance and resources to advance transit-oriented development (TOD) projects across the country to help local communities grow their economies, achieve their social equity goals, and improve quality of life for everyone.



A NATIONAL HUB FOR TOD RESOURCES

The TOD Technical Assistance Initiative is a project of the Federal Transit Administration administered by Smart Growth America that provides on-the-ground and online technical assistance to support transit-oriented development, improve access to public transportation, and build new economic opportunities and pathways to employment for local communities. [Learn more about the project >>](#)



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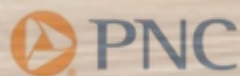


What is this TOD?

Understanding transit-oriented development and its potential benefits



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Transit Oriented Districts Are...



Transit Oriented Districts Are....

Neighborhoods with transportation choices.



Transit Oriented Districts Are....

Where you can get what you need, when you need it.



Transit Oriented Districts Are....

Easy access to many job opportunities.



Ingredients of TOD

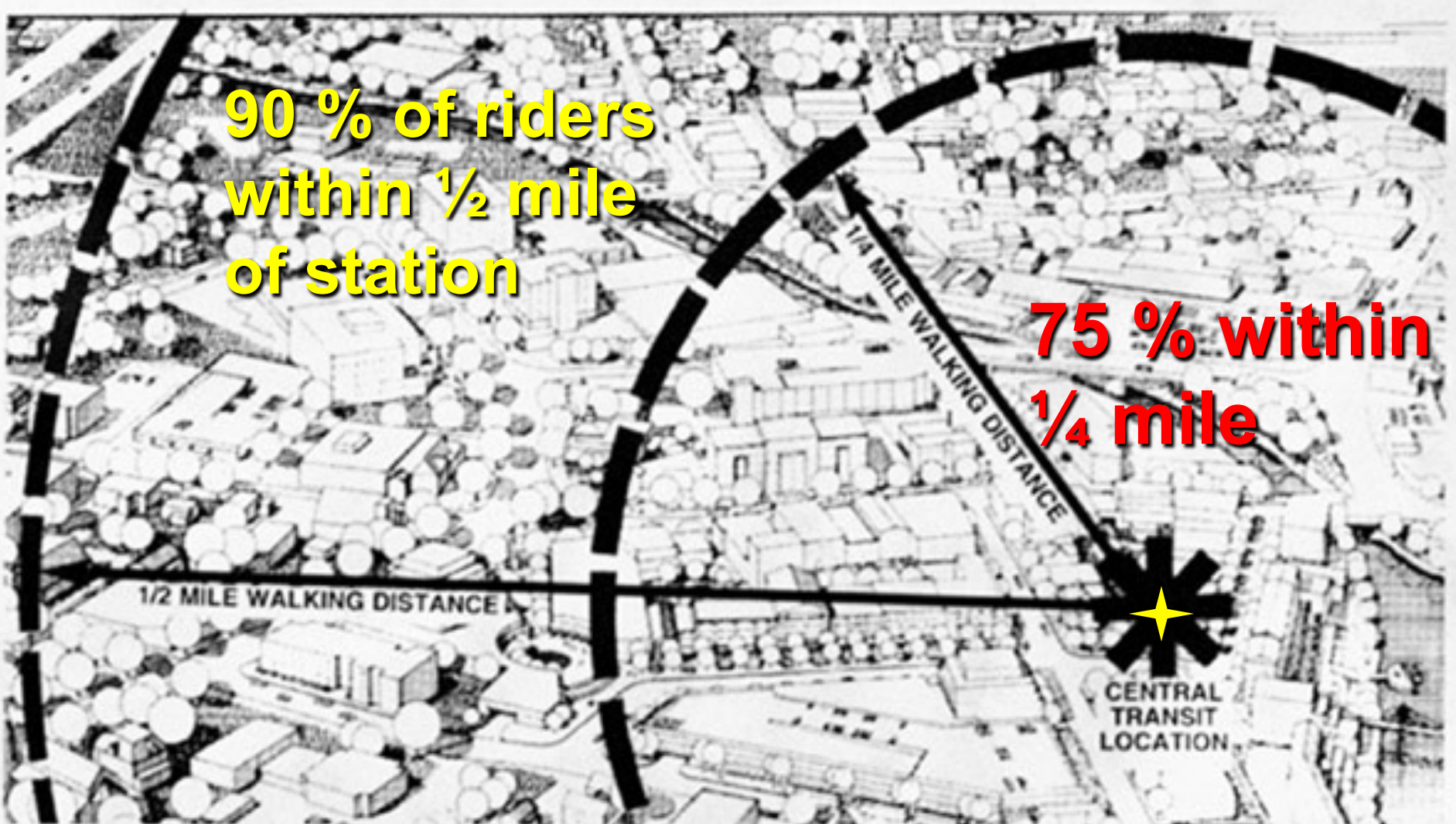
My version: 3 Big Rules --

1. The vital $\frac{1}{4}$ mile
2. Mixed use
3. Design for pedestrian



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**90 % of riders
within 1/2 mile
of station**

**75 % within
1/4 mile**

1. The vital 1/4

(and the pretty important 1/2)



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PNC

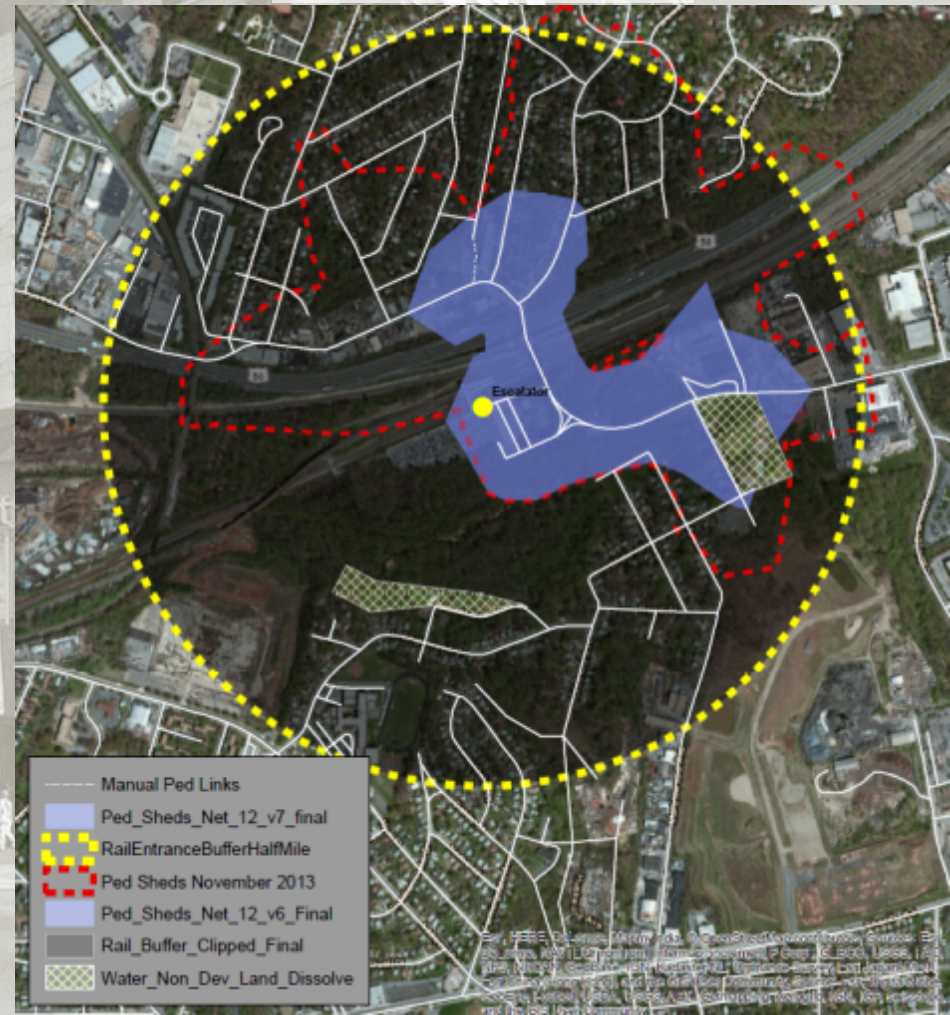
Place design

Transit Walksheds: Examples

Ballston



Cheverly





Digger

Deve

arou

Infill, Transit-Oriented Developments are Driving Charlotte's Retail Market

POSTED ON SEPTEMBER 26, 2016 BY JOHN NELSON IN MARKET REPORTS, NORTH CAROLINA, RETAIL, SOUTHEAST MARKET REPORTS

January 28, 2014

Stations draw multifamily and office properties

DART Rail Attracts Billions in Development

More than \$5.3 billion in private-capital transit-oriented development projects have been built, are under construction, or are planned near Dallas Area Rapid Transit's light rail stations since the debut of DART Rail in 1996. Additionally, office properties located within 0.25 mile of a station command an average 13.9 percent higher lease rate.

The latest study from the Center for Economic Development and Research at the University of North Texas examines DART Rail's positive impact on property development and extends the research to consider the effect on commercial lease rates.

"Even through difficult economic times, DART

View the study: Developmental Impacts of the Dallas Area Rapid Transit Light Rail System



Waverly, Crosland Southeast and Childress Klein's \$200 million joint venture, will feature 225,000 square feet of retail space, including a Whole Foods Market.



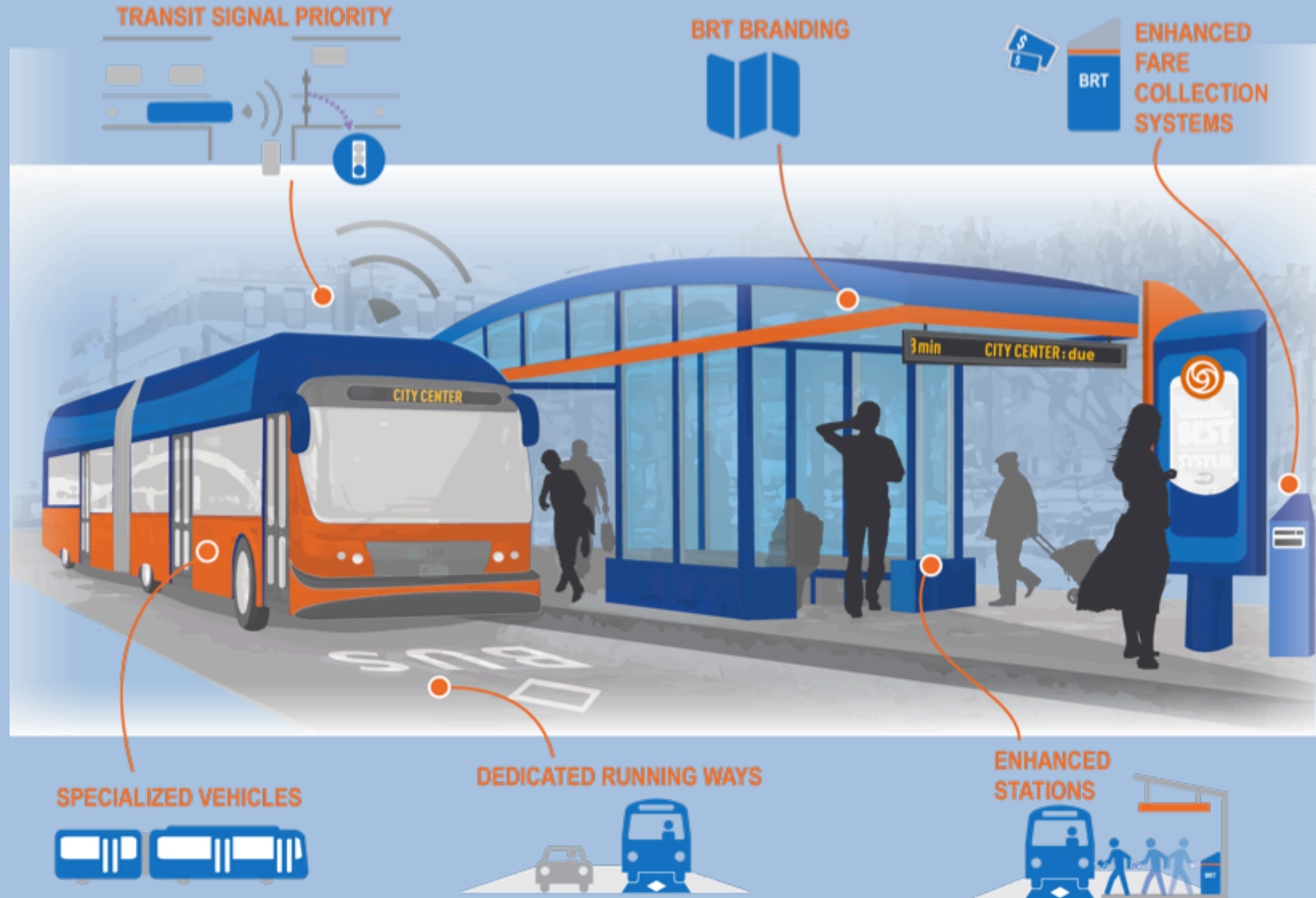
Does all transit attract investment?



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What is Bus Rapid Transit



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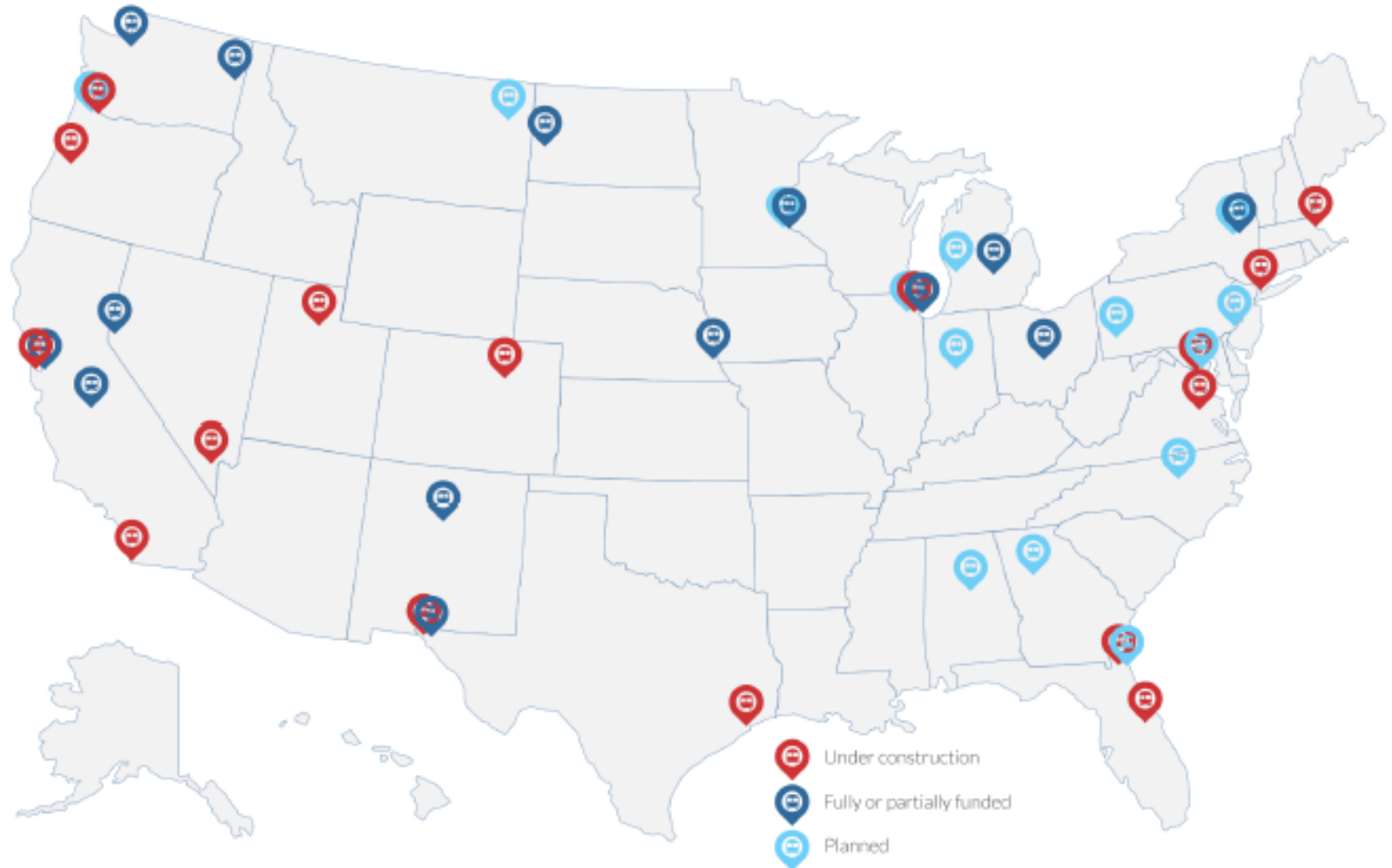
Credit: Nelson Nygaard



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U.S. regions building or considering new bus rapid transit service - 2016



Data on BRT systems that are planned, funded or under construction comes from Yonah Freemark and Steven Vance's Transit Explorer project. January 2016.
<http://www.thetransportoolitic.com/transitexplorer/>



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BRT: Examples from abroad



Cleveland: Health Line



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Eugene, OR



Denver, CO



Denver, CO

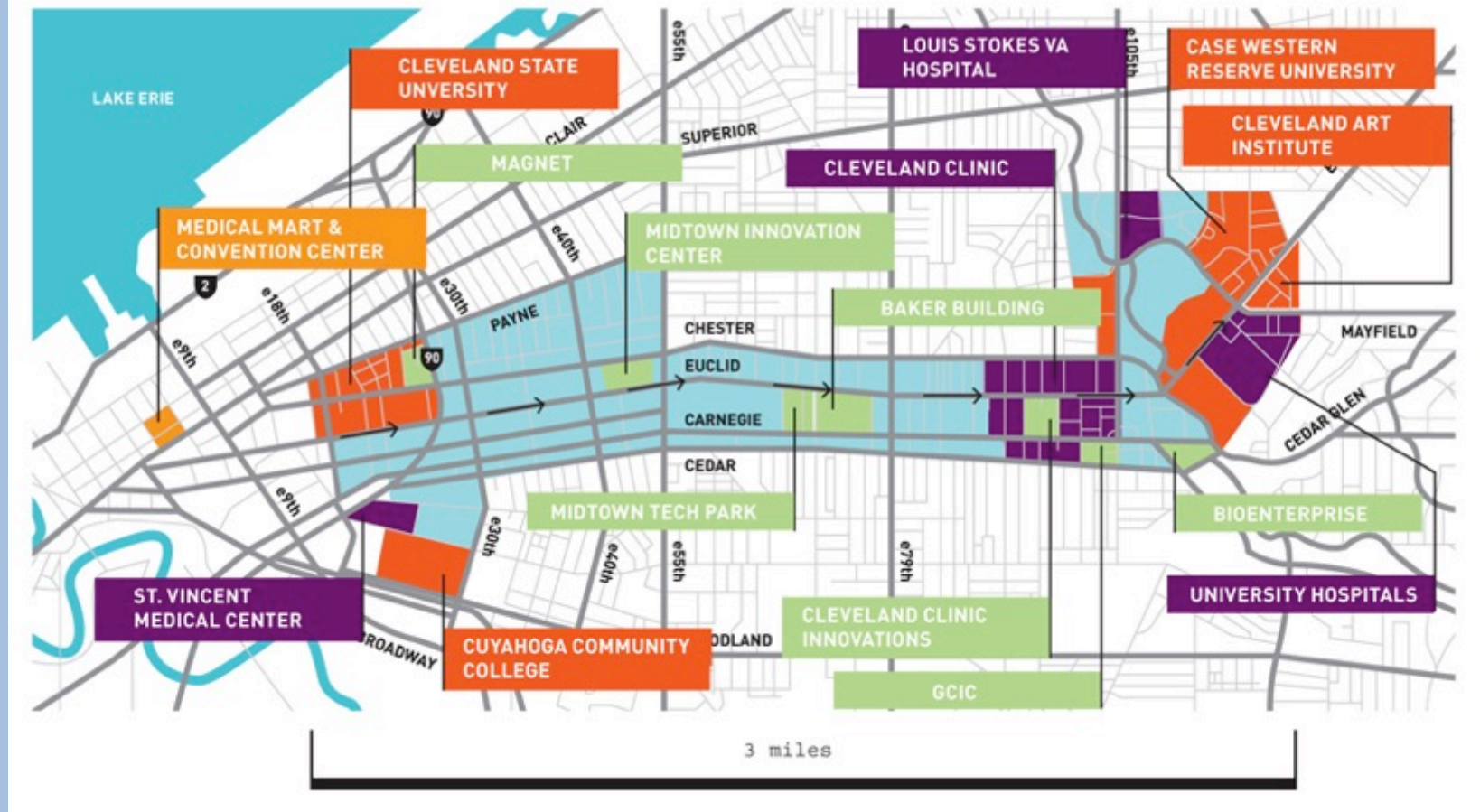


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Cleveland: Health Line











Welcome to:

Buses Mean Business:

New Evidence Supporting Economic Benefits of
Bus Rapid Transit in the U.S.

Share what you hear today on twitter:

 [#BusesMeanBusiness](https://twitter.com/BusesMeanBusiness)

BRT Gaining Office Share

OFFICE Development Metric	BRT Metros
2000-2007	
New Office Square Feet	39.0 million square feet
Within less than 1/2 mile of BRT	4.5 million square feet
Share	11%
2007-2015	
New Office Square Feet	13.7 million square feet
Within less than 1/2 mile of BRT	2.1 million square feet
Share	15%
Change in Share of New Office Development	33%

BRT Gaining Multifamily Share

MULTIFAMILY Development Metric	BRT Metros
2000-2007	
New MF Square Feet	25.3 million square feet
Within less than 1/2 mile of BRT	0.5 million square feet
Share	2%
2007-2015	
New MF Square Feet	6.7 million square feet
Within less than 1/2 mile of BRT	0.3 million square feet
Share	5%
Change in Share of New Multifamily Units	139%

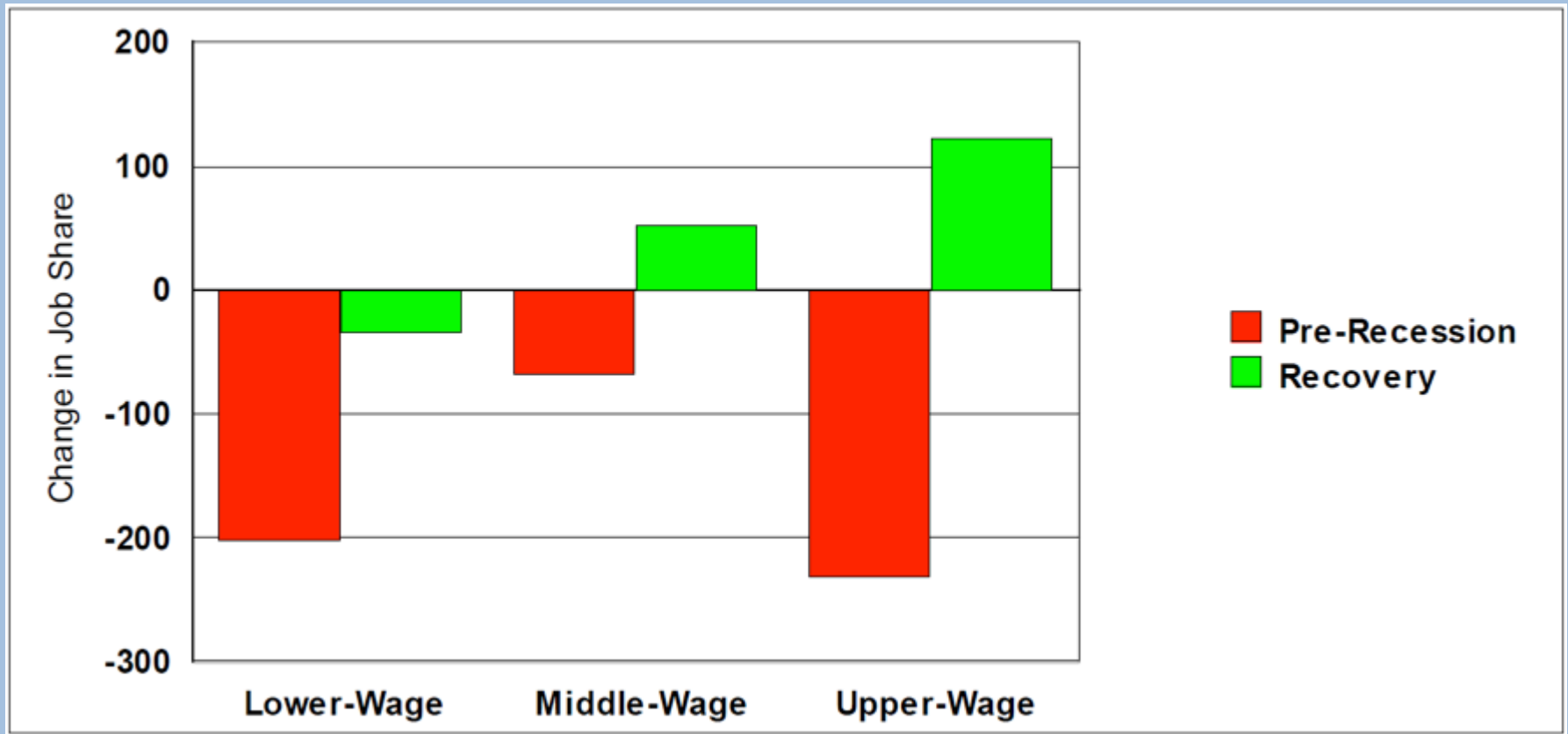
From Pre-Recession Job Hemorrhaging to Post-Recession Turn-Around

BRT Summary	BRT Corridor 2002-2007	BRT Corridor 2007-2011
<i>Average Job Change in BRT Corridors</i>	-455	22

BRT and Office Rent Premium Per Square Foot

System	Downtown	Outside Downtown
Cleveland	\$2.44	<i>na</i>
Eugene-Springfield	\$1.93	<i>na</i>
Kansas City	\$2.67	<i>na</i>
Las Vegas	+	\$4.85
Pittsburgh	+	\$2.30

BRT and Job Attractiveness by Economic Sector Wage Level





The Effect of BRT Service on Transit Ridership

Transit Agency and Corridor	Percent Increase in Ridership Levels	Percent Increase in Choice Riders
AC Transit – 72R	66	32
Los Angeles MTA Wilshire/Whittier	42	67
Ventura	27	67
Boston MBTA – Silver Line	84	
Las Vegas RTC – MAX	>35-40	24
Phoenix RAPID	N/A	33





Market for *Walkable Urbanism*

	REGIONALLY SIGNIFICANT
 WALKABLE URBAN	WALKUP (Walkable Urban Place) <ul style="list-style-type: none">• Office Space \geq 1.4M sq ft -OR- Retail Space \geq 340,000 sq ft• WalkScore \geq 70.5• Avg intersection density \geq 100 per sq mile
 DRIVABLE SUB-URBAN	DRIVABLE EDGE CITY <ul style="list-style-type: none">• Office Space \geq 1.4M sq ft -OR- Retail Space \geq 340,000 sq ft

Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metro Areas, 2016 (C. Leinberger and M. Rodriguez, George Washington School of Business)



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BENEFITS OF A WALKABLE COMMUNITY

<http://www.govtech.com/fs/news/INFOGRAPHIC-Walkable-Urbanism-on-the-Rise.html>

Studies show highly walkable areas have clear **economic and health benefits.**

- 1 Houses with above average levels of walkability **ask for \$4,000 to \$34,000 more** than houses with average levels.
- 2 There's a **74% premium in rent** per square foot of office buildings in walkable areas compared to drivable suburban areas. This is projected to grow even more.

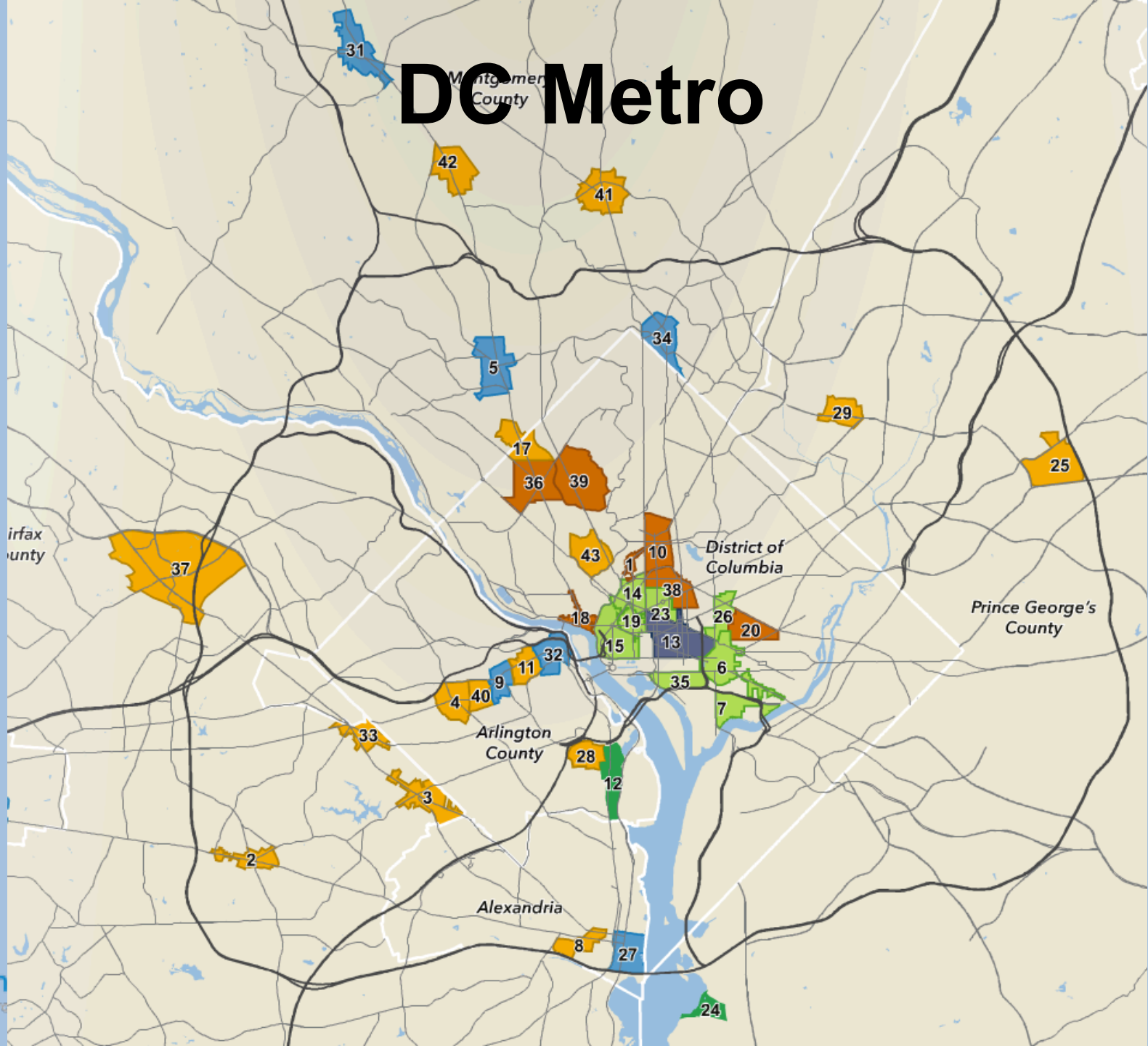


Investments in **pedestrian safety** and **attractive street environment** have financial benefits.

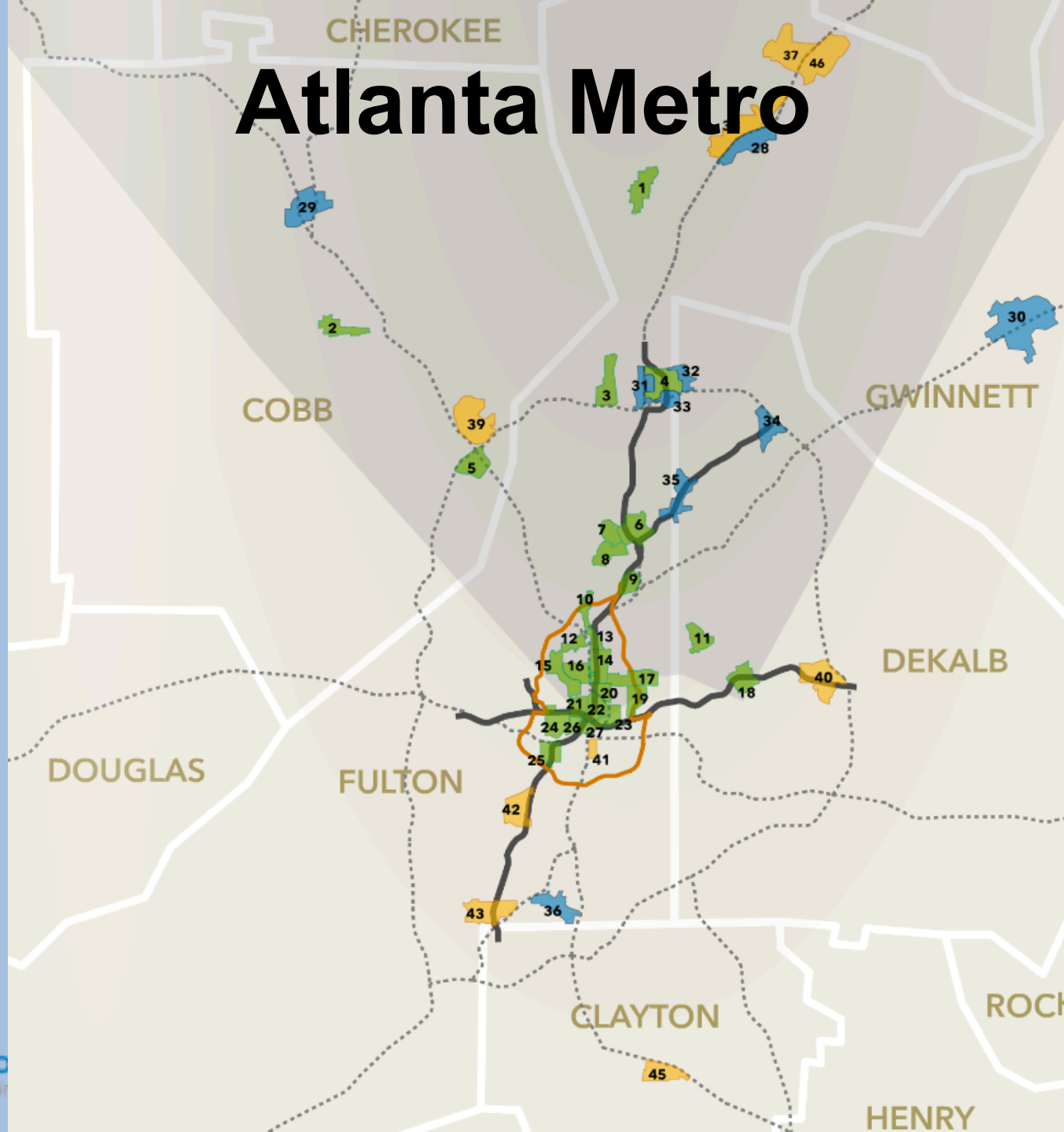
On a 7-point pedestrian environment scale, every **1 point increase** in walkability was associated with...



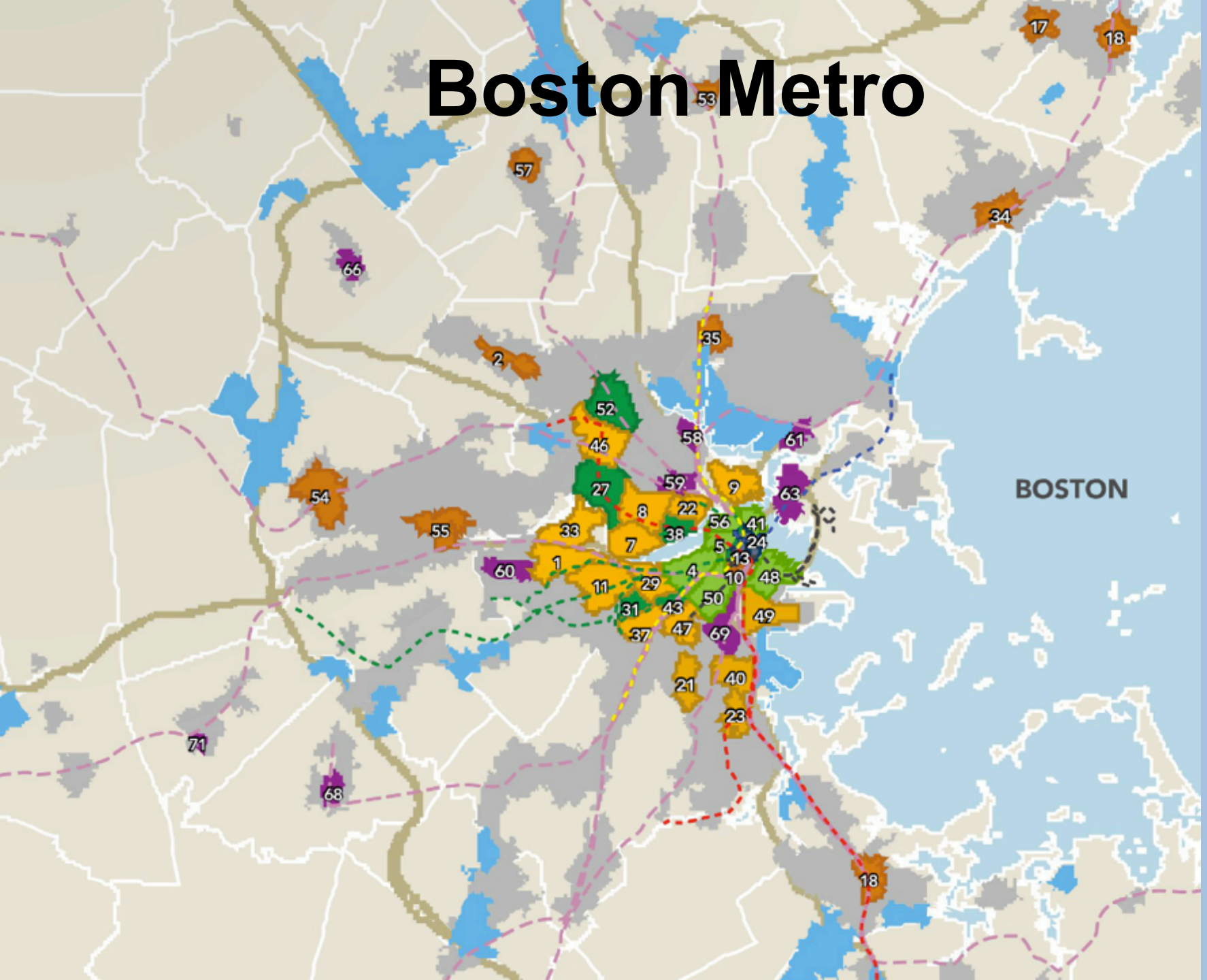
DC Metro



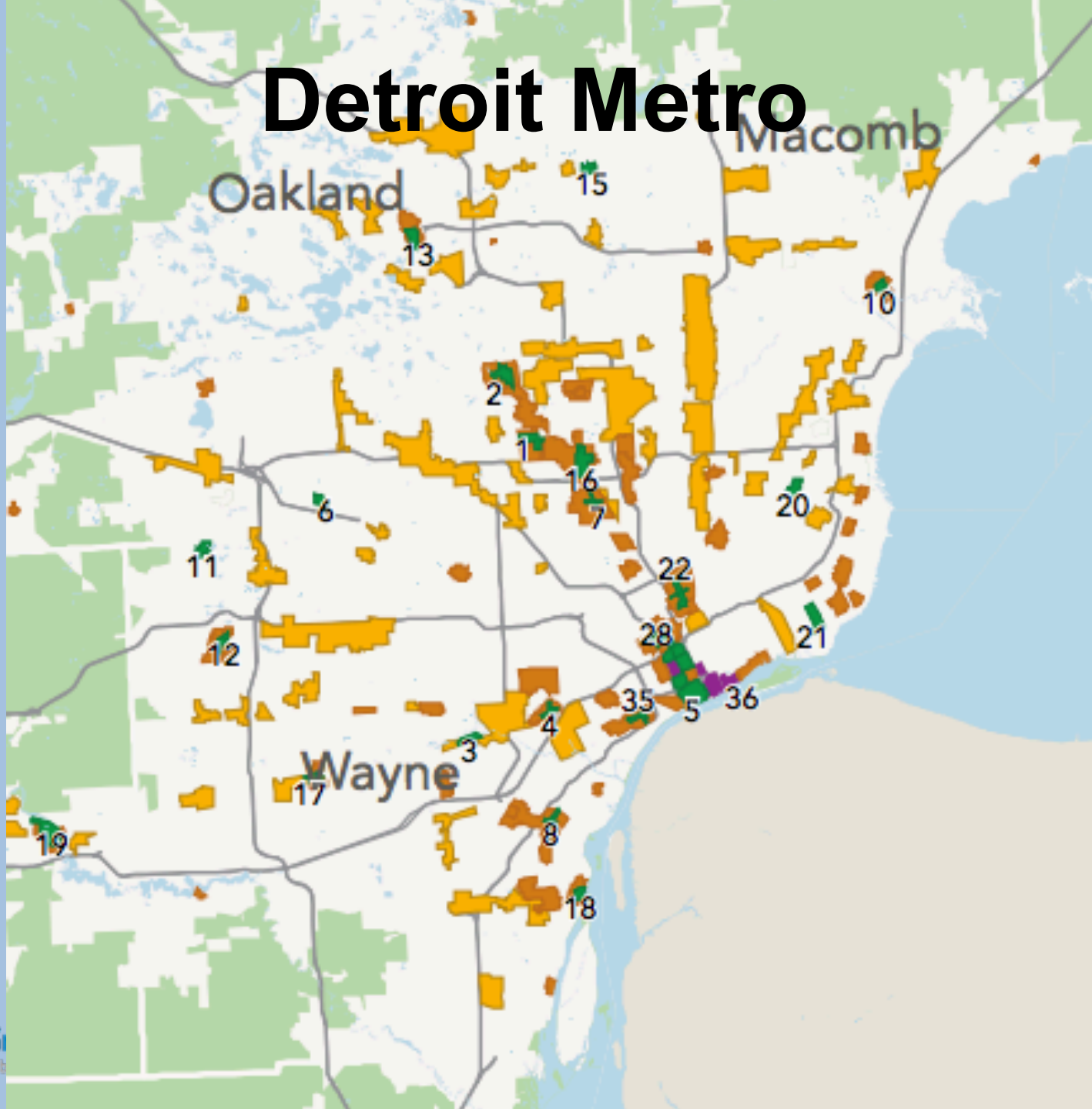
Atlanta Metro



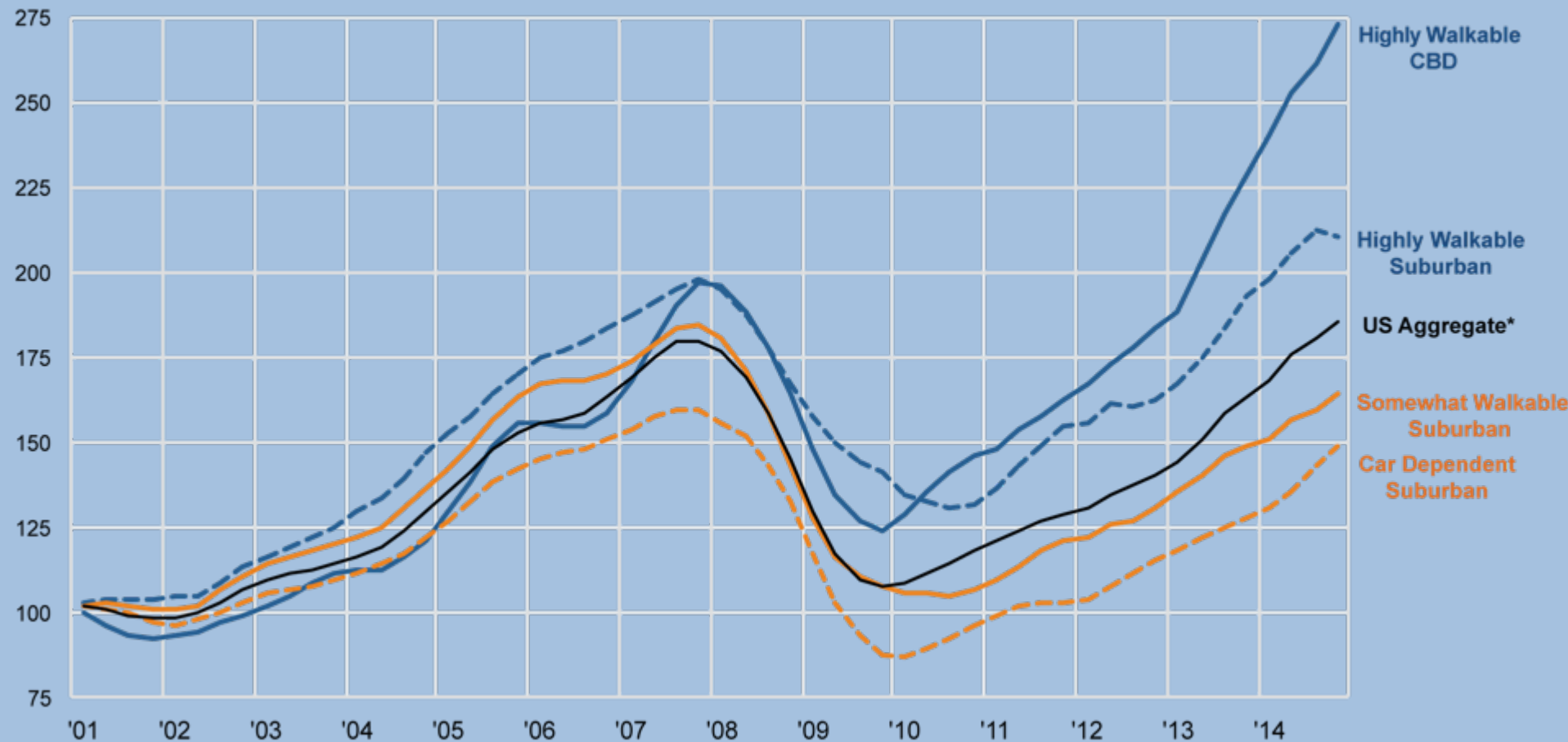
Boston Metro



Detroit Metro



RCA & Walk Score® Commercial Property Price Indices



Source: Real Capital Analytics; RCA & Walk Score® CPPI; *Moody's/RCA US National CPPI

Schumpeter

Leaving for the city

Lots of prominent American companies are moving downtown

Sep 3rd 2016 | From the print edition



Brett Ryder



Park Center

THIS IS NOT YOUR GRANDFATHER'S RTP



How Could It Work?

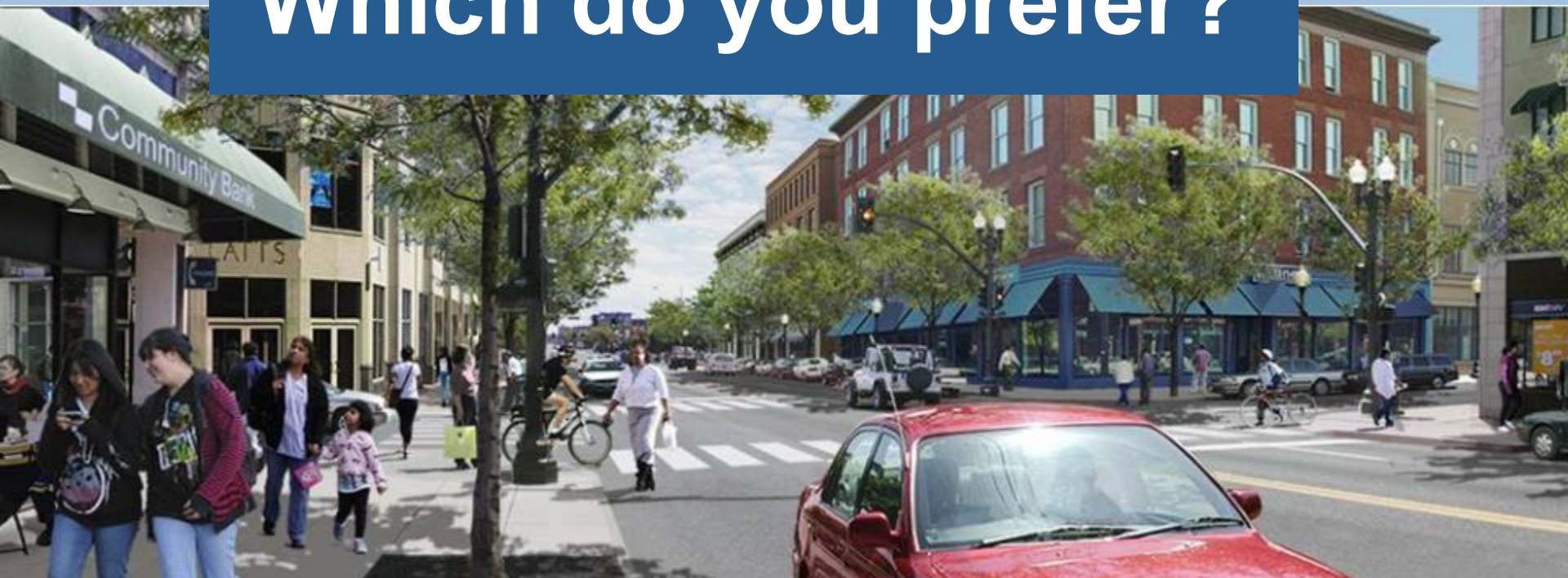


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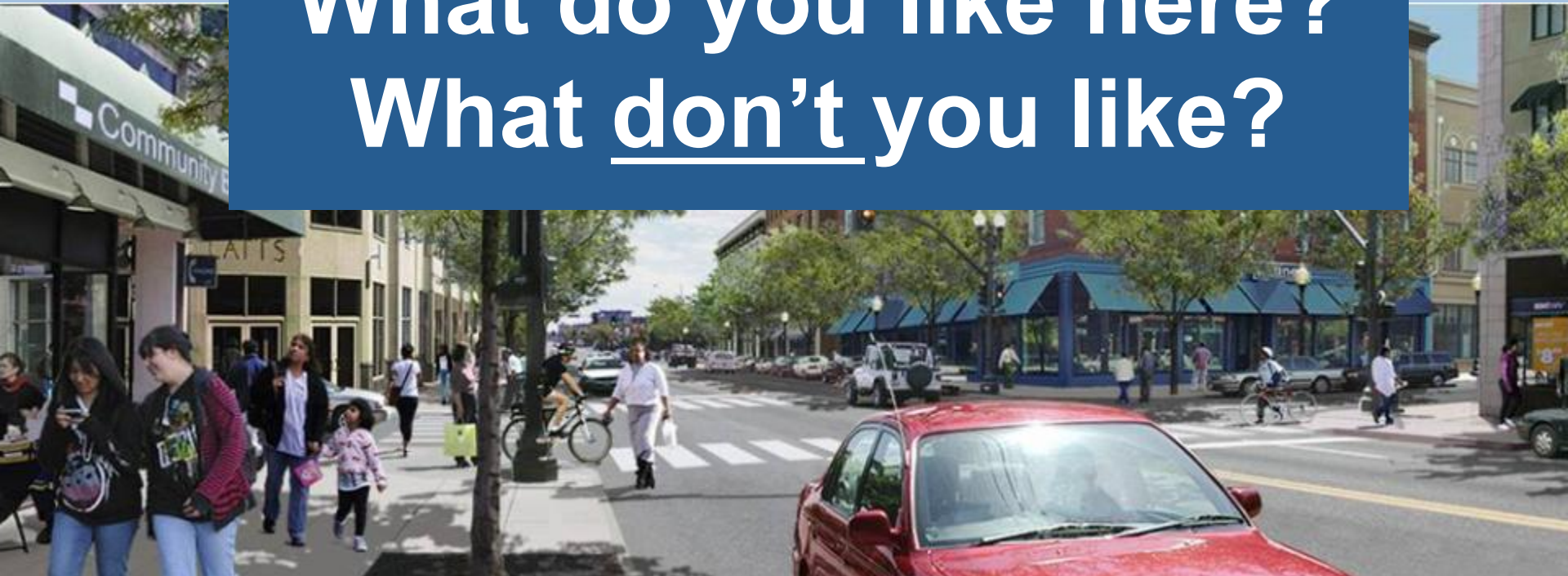


Which do you prefer?





What do you like here?
What don't you like?



Taking a Closer Look



The area is occupied by unattractive, low slung buildings and surface parking lots

The narrow, unshaded sidewalk is unfriendly to pedestrians

The street is wide and designed for the sole purpose of moving lots of fast moving cars

Denver, Colorado

Images courtesy of Urban Advatage

Step 1: New Development

First, new multi-story mixed-use buildings are built on what was previously a surface parking lot.

...with apartments or offices above

These buildings provide space for neighborhood serving retail shops on the ground floor...

Denver, Colorado

Images courtesy of Urban Advatage

Step 2: Think About Pedestrians and Bicyclists



Denver, Colorado

Images courtesy of Urban Advatage

Step 3: Make the Community Vibrant

New buildings and upgraded storefronts complete the transformation of a once marginal area into a vibrant, walkable neighborhood...



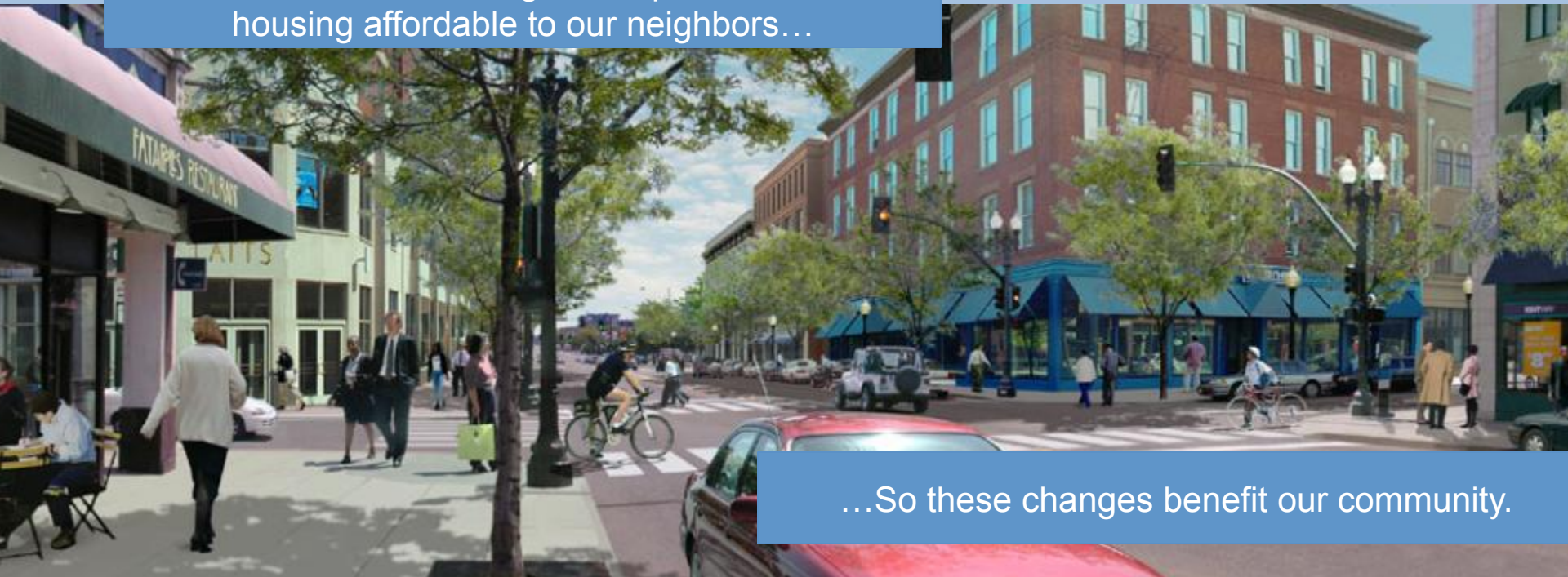
...while still accomodating more homes and businesses

Denver, Colorado

Images courtesy of Urban Advatage

Step 4: Make the Community Affordable

Ensure new and existing development includes housing affordable to our neighbors...



...So these changes benefit our community.

Denver, Colorado

Images courtesy of Urban Advatage

Transit Oriented Development & Affordable Housing: The equity challenge

Christopher Zimmerman

Vice President for Economic Development

October 20, 2016



Smart Growth America

Making Neighborhoods Great Together



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URBAN

The 'G' Word: A Special Series on Gentrification

Gentrification has accelerated in recent years, creating challenges for local leaders for years to come.

FEBRUARY 2015



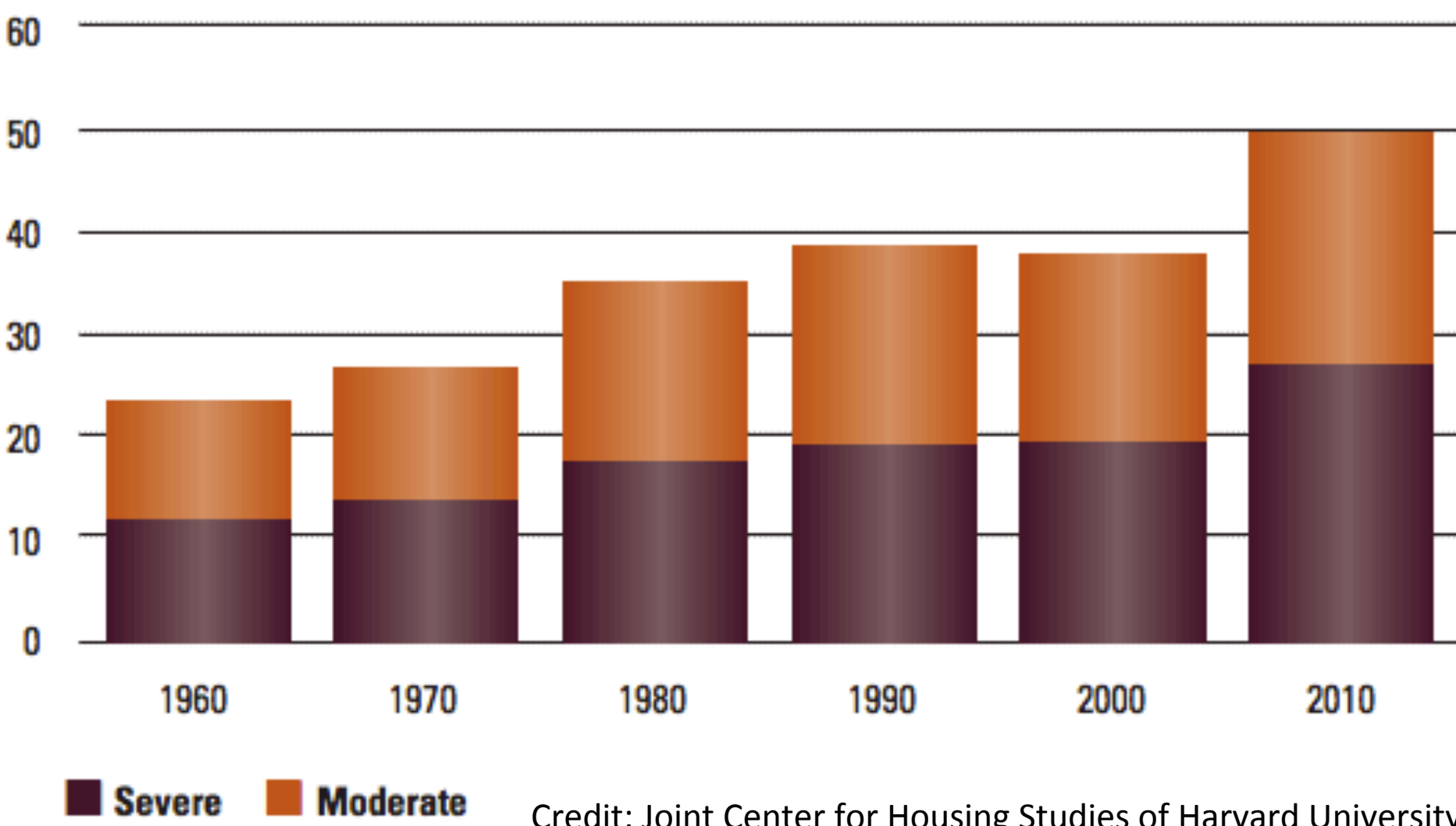
The Displacement Threat

- Residential Displacement
 - Direct/ Indirect
- Commercial Displacement
 - Direct/ Indirect



Renter Cost Burdens Spread at an Unprecedented Pace in the 2000s

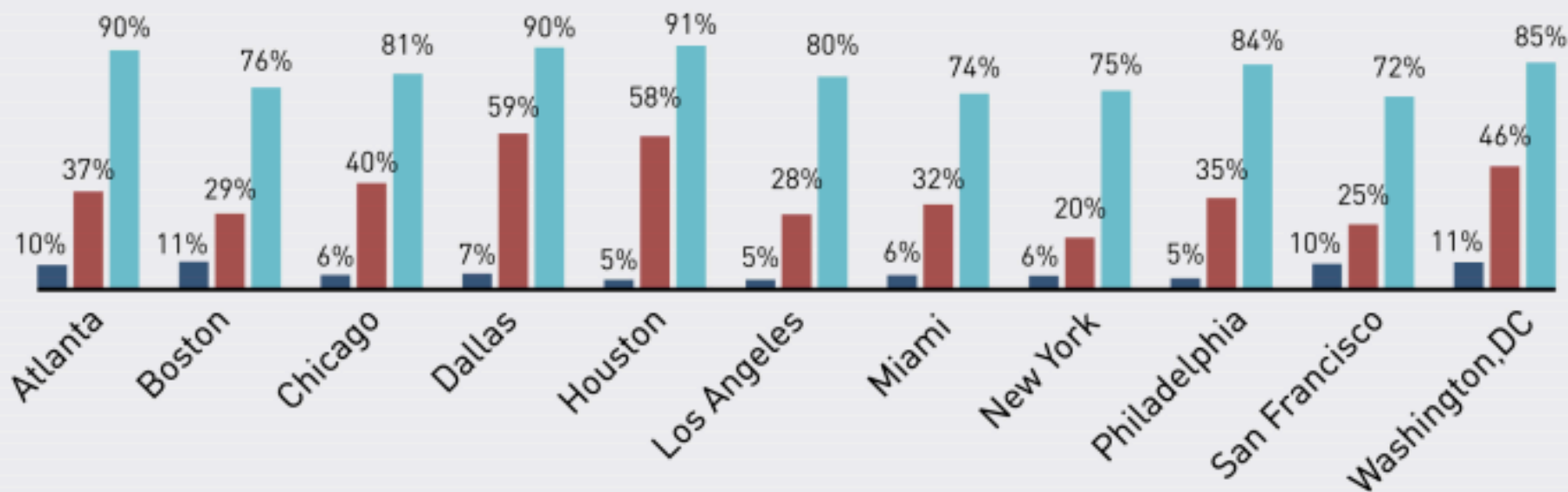
Shares of Cost-Burdened Renter Households (Percent)



Credit: Joint Center for Housing Studies of Harvard University

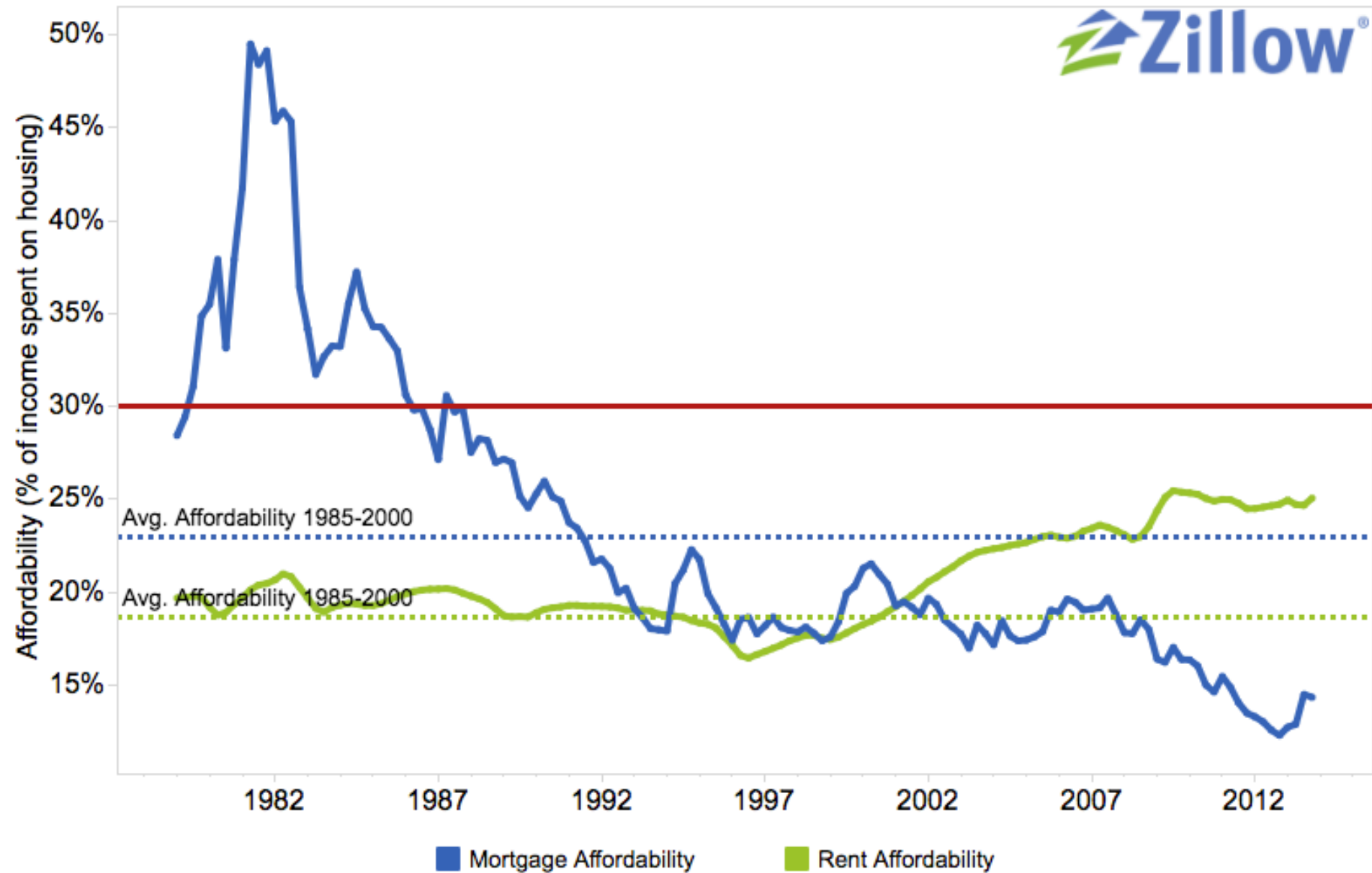
SHARE OF RECENTLY AVAILABLE RENTAL UNITS AFFORDABLE TO EACH INCOME LEVEL, 2013

Lower Income
Middle Income
Upper Income



Sources: American Community Survey (Public Use Microdata Sample), NYU Furman

Raleigh Housing Affordability

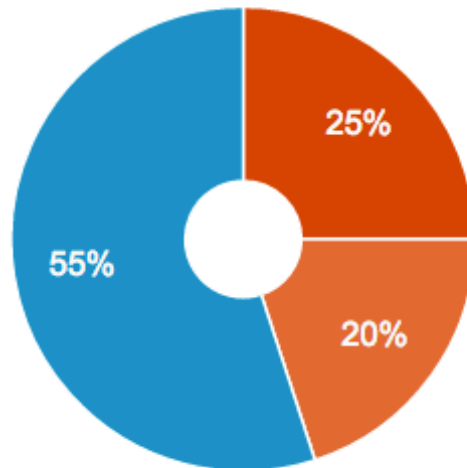


Raleigh Household Income & Housing Costs

	Not Cost burdened > 30%		Cost burdened > 30%		Severely Cost burdened > 50%	
Income by Cost Burden (Owners and Renters)						
HI <= 30% HAMFI	3,185	3%	17,825	32%	15,745	28%
HI >30% to <=50% HAMFI	3,595	3%	15,475	28%	6,210	11%
HI >50% to <=80% HAMFI	13,830	13%	13,825	25%	2,340	4%
HI >80% to <=100% HAMFI	13,515	13%	3,780	7%	435	1%
HI >100% HAMFI	72,830	68%	4,715	8%	585	1%
Total	106,955	100%	55,620	100%	25,315	100%

Raleigh-Housing-Transportation Index

- Housing
- Transportation
- Remaining Income



\$12,444

Annual Transportation Costs



1.72

Autos Per Household



20,820

Average Household VMT



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Successful Practices on Affordable Housing Through TOD

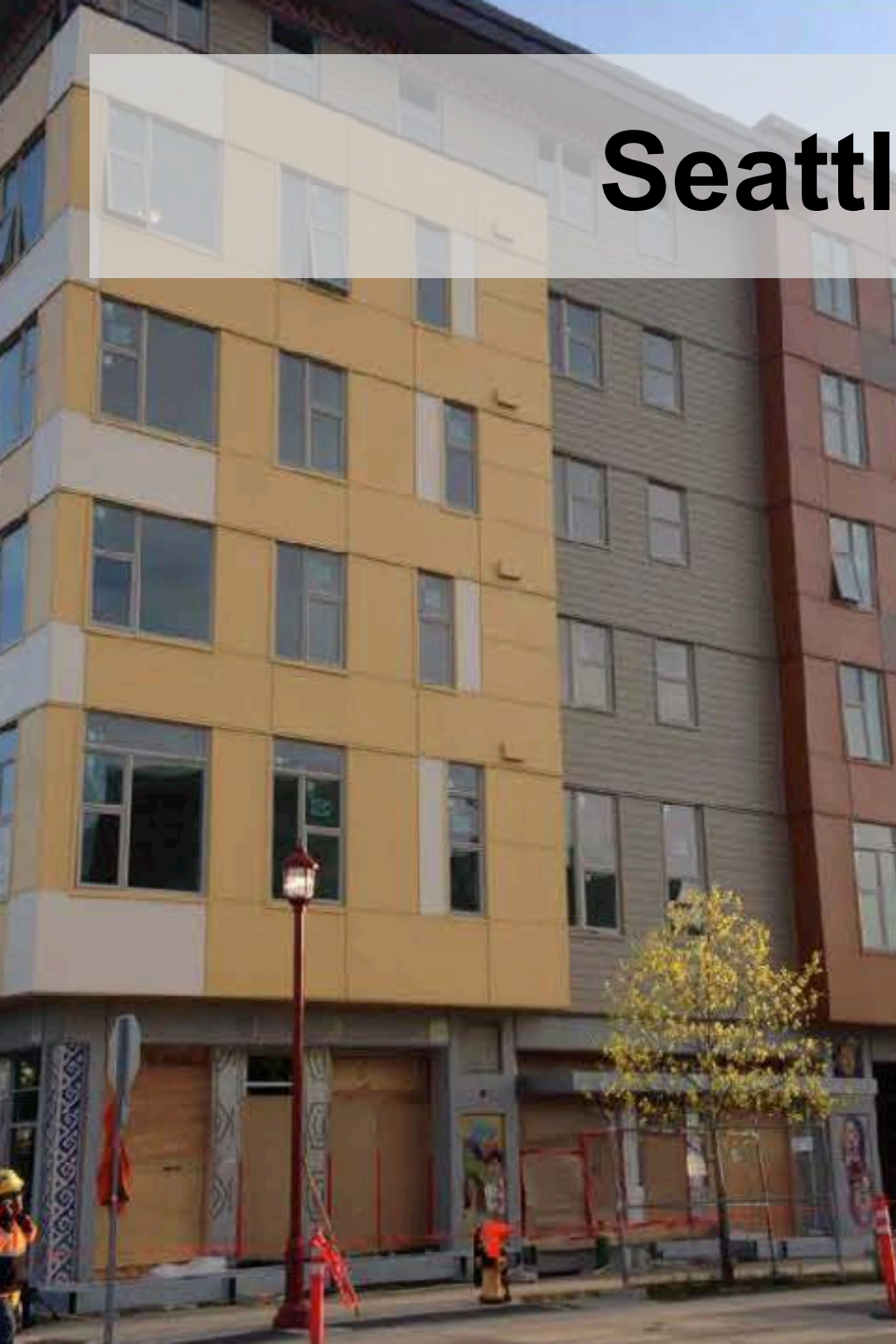


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Enterprise®

Seattle, WA



Denver, CO



Mile High Connects

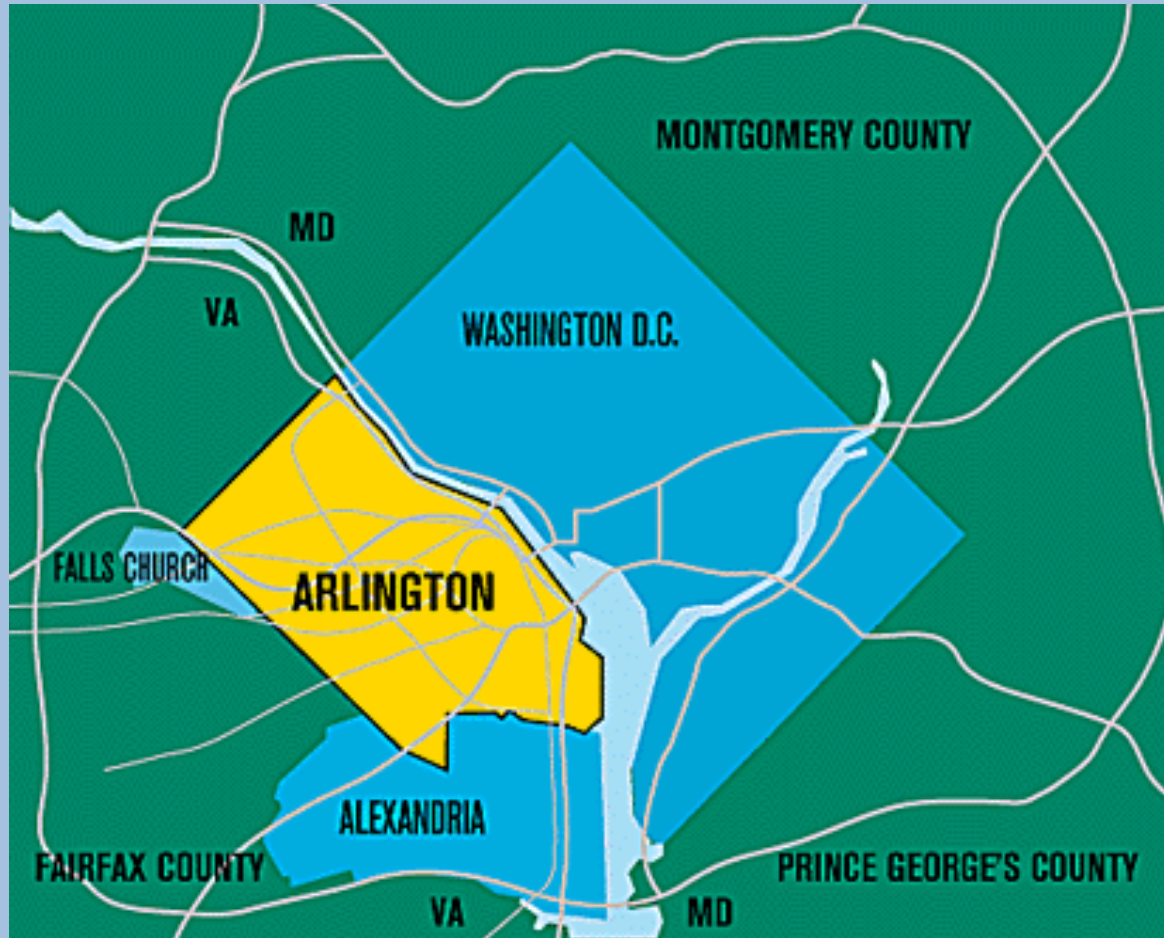
Opportunity for all through transit



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Arlington

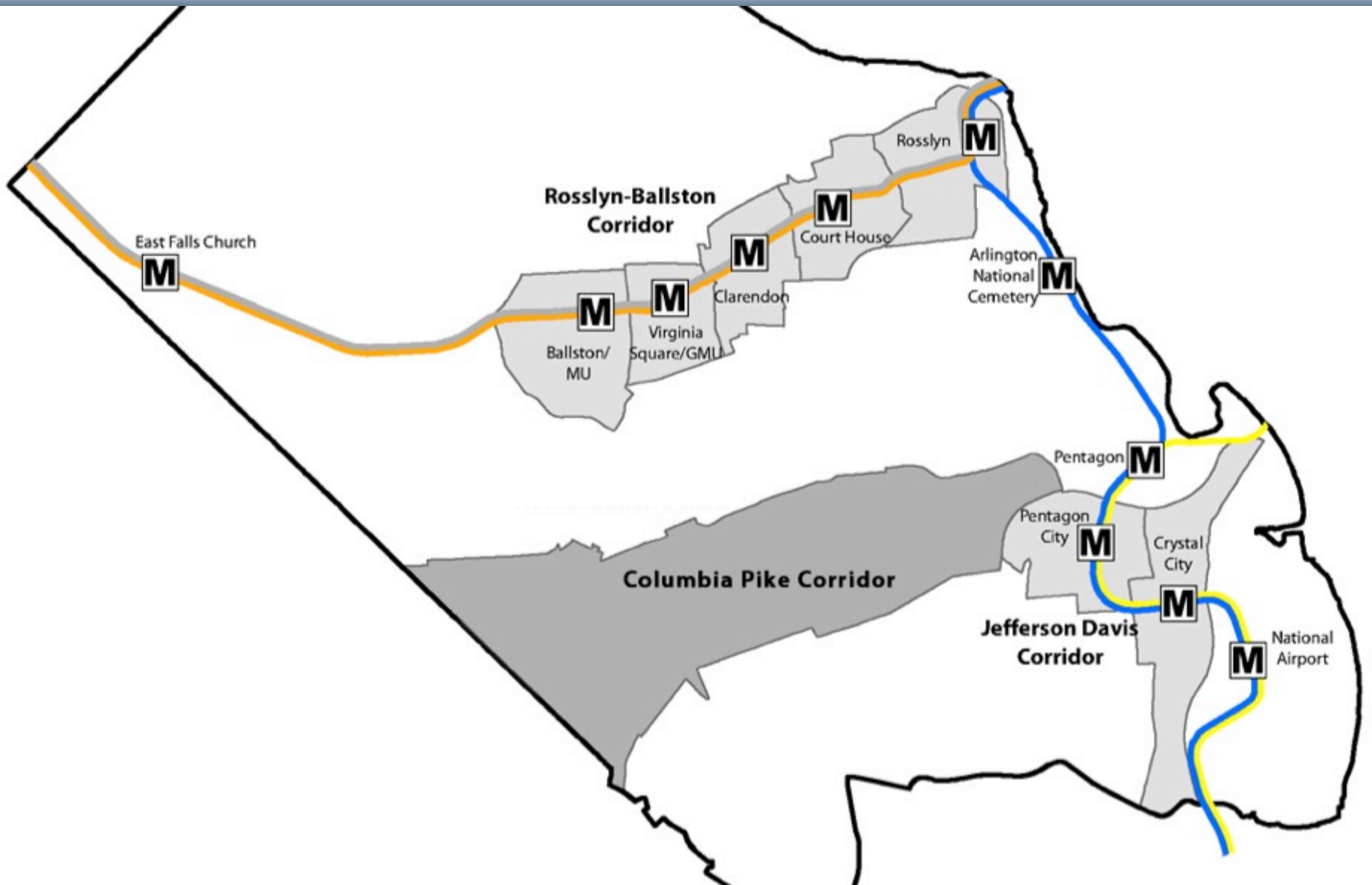


Arlington

EPA 2002 --

First National Award
for Smart Growth



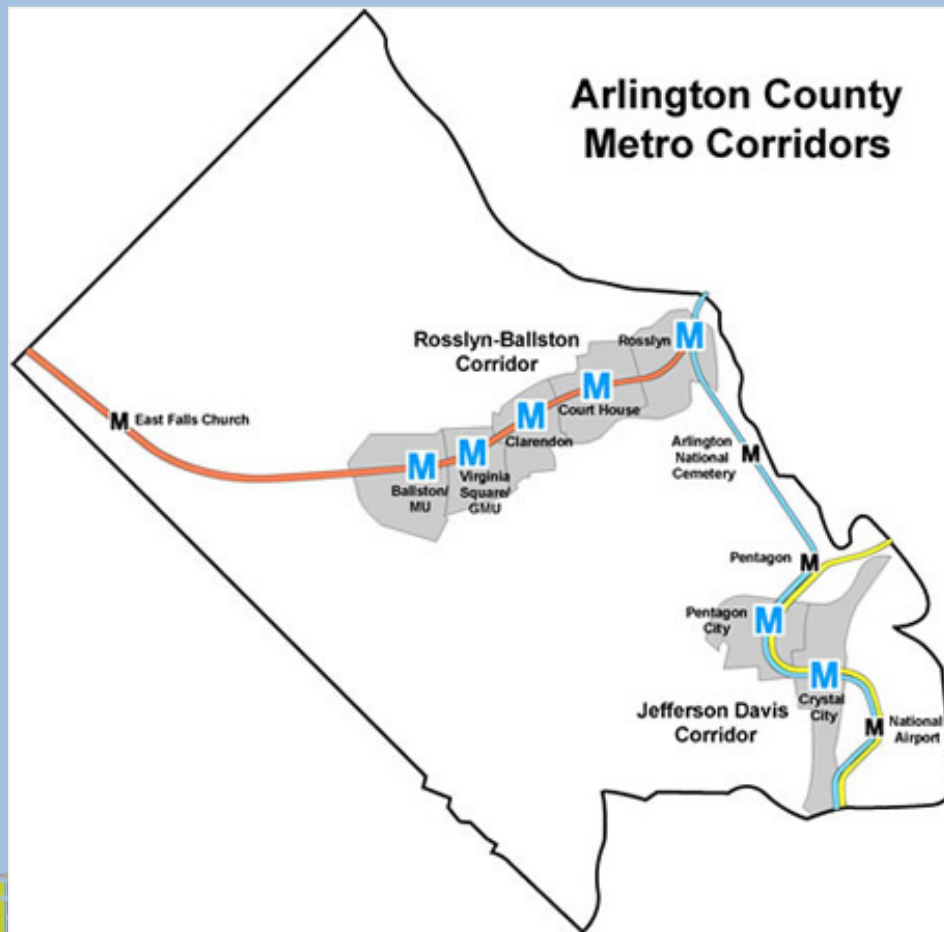


Arlington



- Population: ~215,000
- Jobs: ~200,000
- Housing units: ~100,000
- Daytime pop.: ~280,000

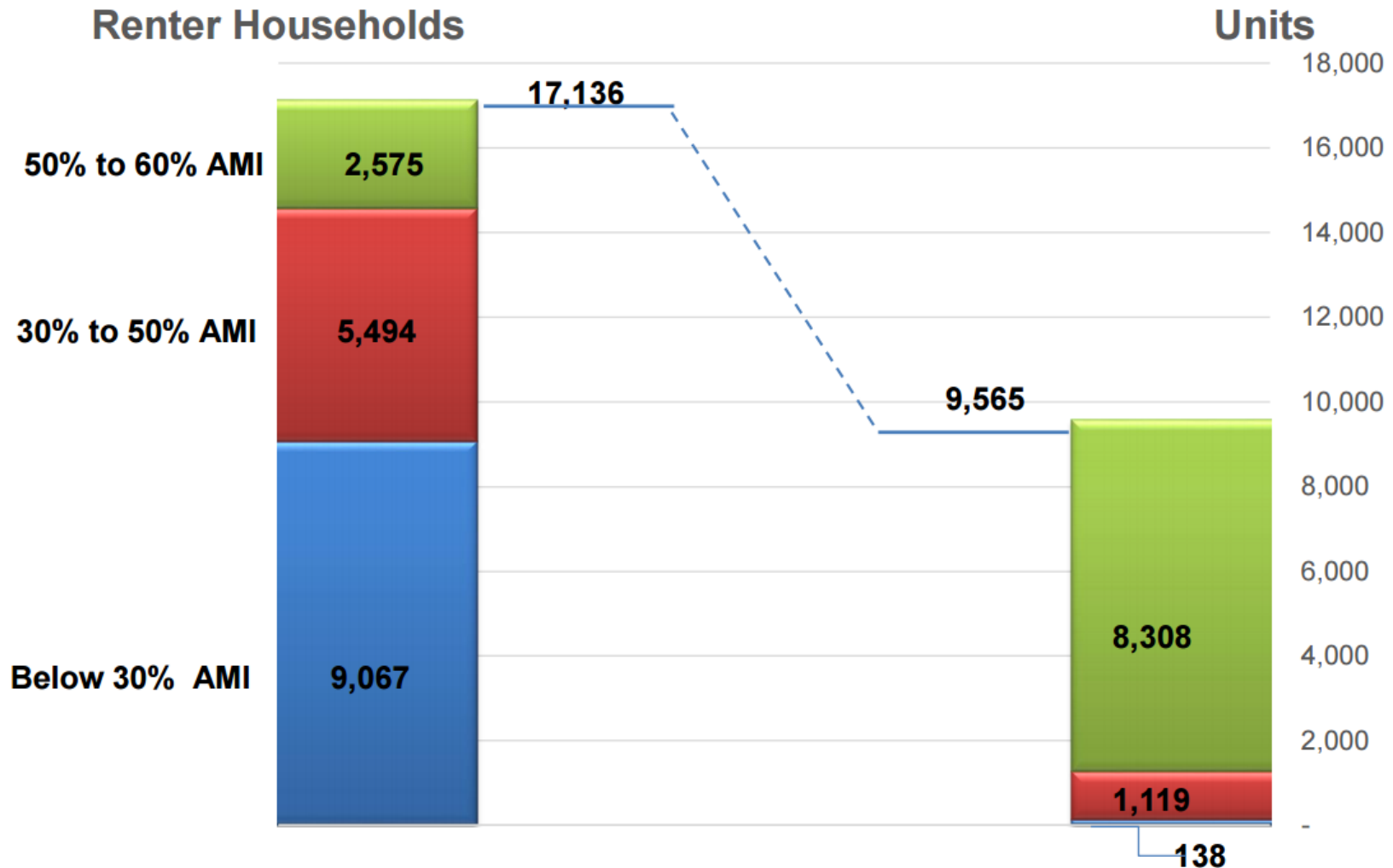
Arlington



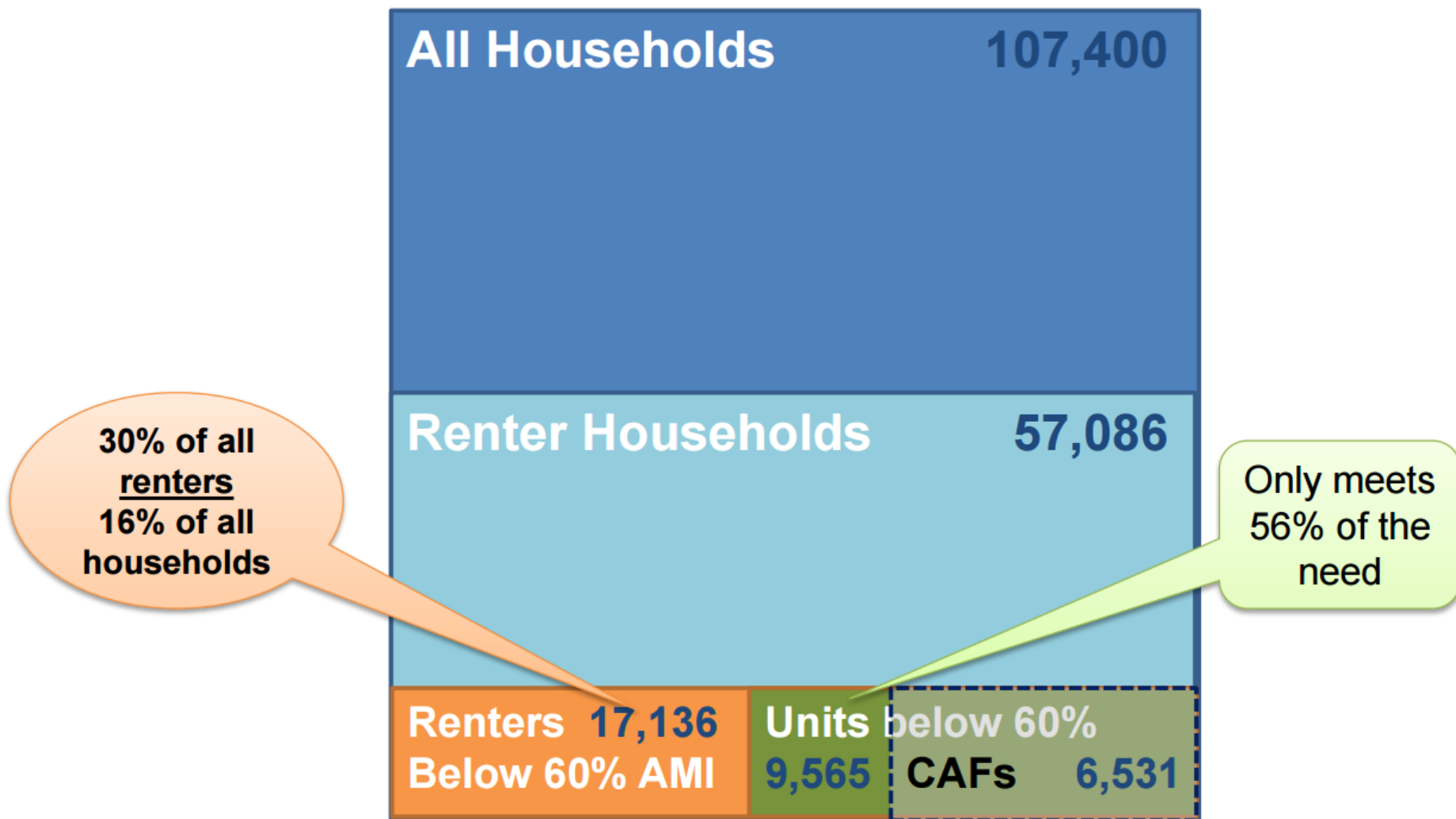
- ~ 40 million sq. ft. of private office space
- ~ 90 % in Metro station sectors
- The 7 station sectors in the 2 corridors - constituting one-tenth or less of the County's land area - produce more than half of County tax revenue



Findings: Affordability of Rental Supply Compared to Household Incomes



Findings: Rental



Columbia Pike Land Use & Housing Study

Arlington County Committed Affordable Units (CAFs)

Legend

- Committed Affordable Units
- Civic Association Boundaries
- Columbia Pike Study Area
- Columbia Pike Revitalization District
- Columbia Pike Planning Area

This map depicts the location and current number of the County's "committed affordable units" (CAF units). A CAF unit is defined by the County as one that is pledged by agreement with the County, State, or Federal government to remain affordable to low and moderate income households for a specified period of time through mechanisms such as nonprofit ownership, site plan requirements, contracts with private owners, or IRS regulations governing tax-exempt financing.

Complex Name (CAF Units)

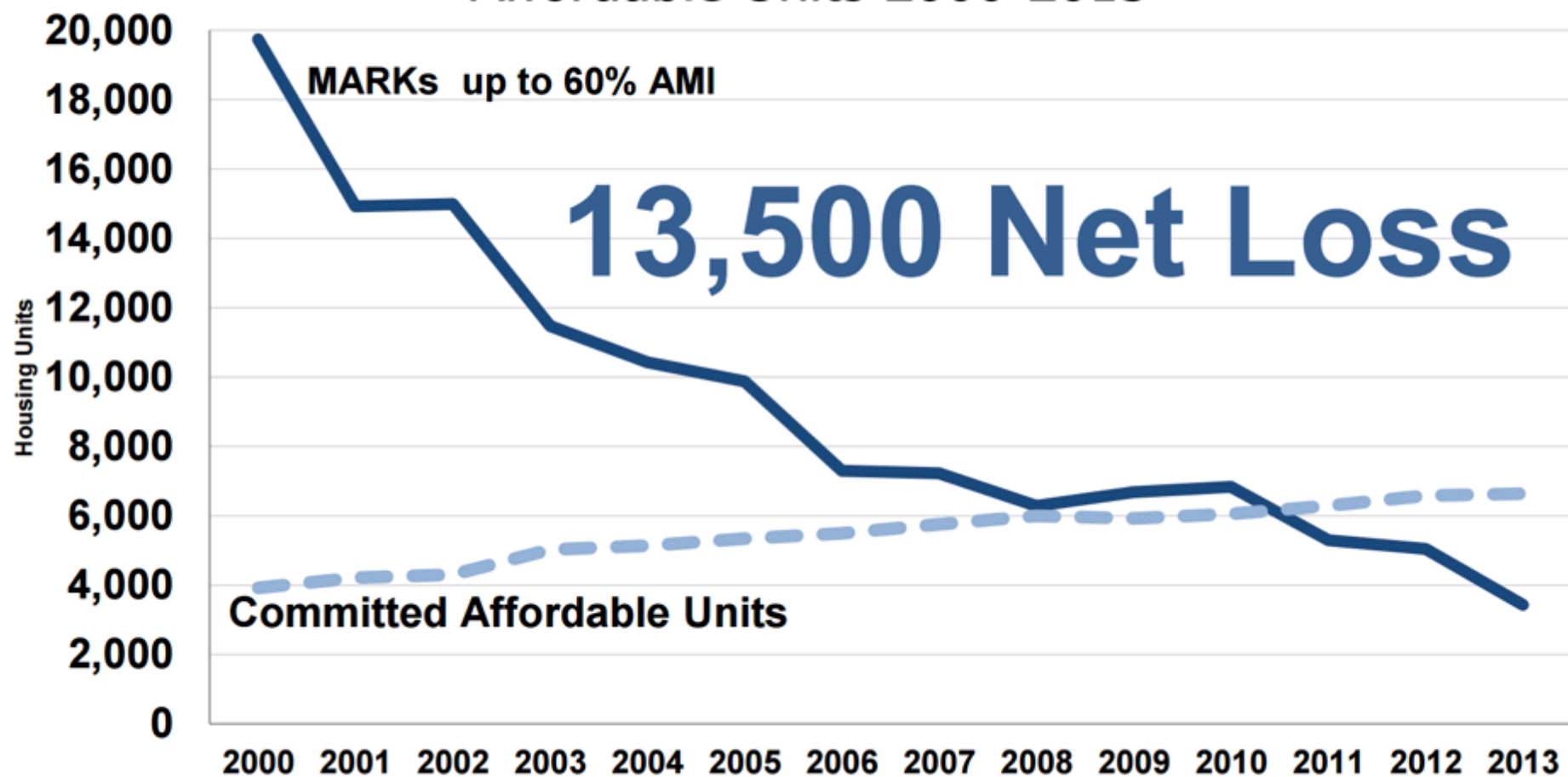
1. The Crescent (6)
2. ACRI - Group Home (6)
3. Westover Apartments (152)
4. Fisher House I & II (17)
5. Fisher House III & IV (16)
6. Ashton House I, II & III (28)
7. Cameron Commons (189)
8. Lecky Gardens (40)
9. Bromptons-Cherrydale (2)
10. Hunter's Park (74)
11. Calvert Manor Apts. (22)
12. William Watter's Apts. (21)
13. Colonial Village West (70)
14. Colonial Village (162)
15. Queens Court (39)
16. Key Boulevard Apts. (41)
17. Gallery at Rosslyn (38)
18. Bennett Park (14)
19. Rosslyn Ridge II (101)
20. Pierce - Queen Apts. (50)
21. Marbella Apts. (120)
22. Ulysses (21)
23. The Meridian III (17)
24. Courthouse Crossing (112)
25. Vista at Courthouse (12)
26. The Frederick (108)
27. Woodbury Park (364)
28. 2201 Pershing Dr. (18)
29. Barkalow (14)
30. The Views of Clarendon (70)
31. Library Courts (10)
32. Quincy Plaza (25)
33. Liberty Tower (6)
34. Clarendon Court Apts. (103)
35. South Ballston Place (10)
36. Historic Ballston Park (233)
37. Knightsbridge Apts. (37)
38. Whitefield Commons Apts. (64)
39. Culpepper Gardens I, II, III (353)
40. The Madison (100)

41. Hittingham Village I (148)
42. Gates of Ballston (148)
43. The Carlin (162)
44. Carlyn Springs Apts. (27)
45. Jordan Manor (90)
46. Patrick Henry (110)
47. Woodland Hill (235)
48. Monterey (109)
49. Sierra (10)
50. Harvey Hall (115)
51. Columbia Grove (210)
52. Key Gardens (22)
53. The Fields (189)
54. Virginia Gardens (76)
55. Taylor Square Apts. (44)
56. Quebec Apts. (120)
57. Garfield Gardens (9)
58. Davis Place (10)
59. Ft. Myer I (12)
60. Ft. Myer II (10)
61. Oak Springs (52)
62. Arlington View Terrace (77)
63. Clarendon House (100)
64. The Grammercy (20)
65. Lanox Club (77)

66. North Tract Lofts (15)
67. Lofts at Crystal Towers (12)
68. Berkeley (138)
69. Avalon at Arlington Square (64)
70. Arna Valley View (101)
71. The Grove @ Arlington Square (7)
72. 2485 S. Glebe Road (20)
73. Brunner Place (7)
74. Macedonia (16)
75. The Shelton (46)
76. Fort Henry Gardens (112)
77. The Paddock (15)



Inventory of Market Affordable and Committed Affordable Units 2000-2013



Source: Arlington County



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What's to be done?

AFFORDABLE HOUSING POLICIES AND TOOLS

Major policy issues

- Bricks and mortar v. family subsidies
- Renovation v. new construction
- Setting goals and targets

Special needs housing

- Accessibility
- Supportive housing
- Elderly/assisted living

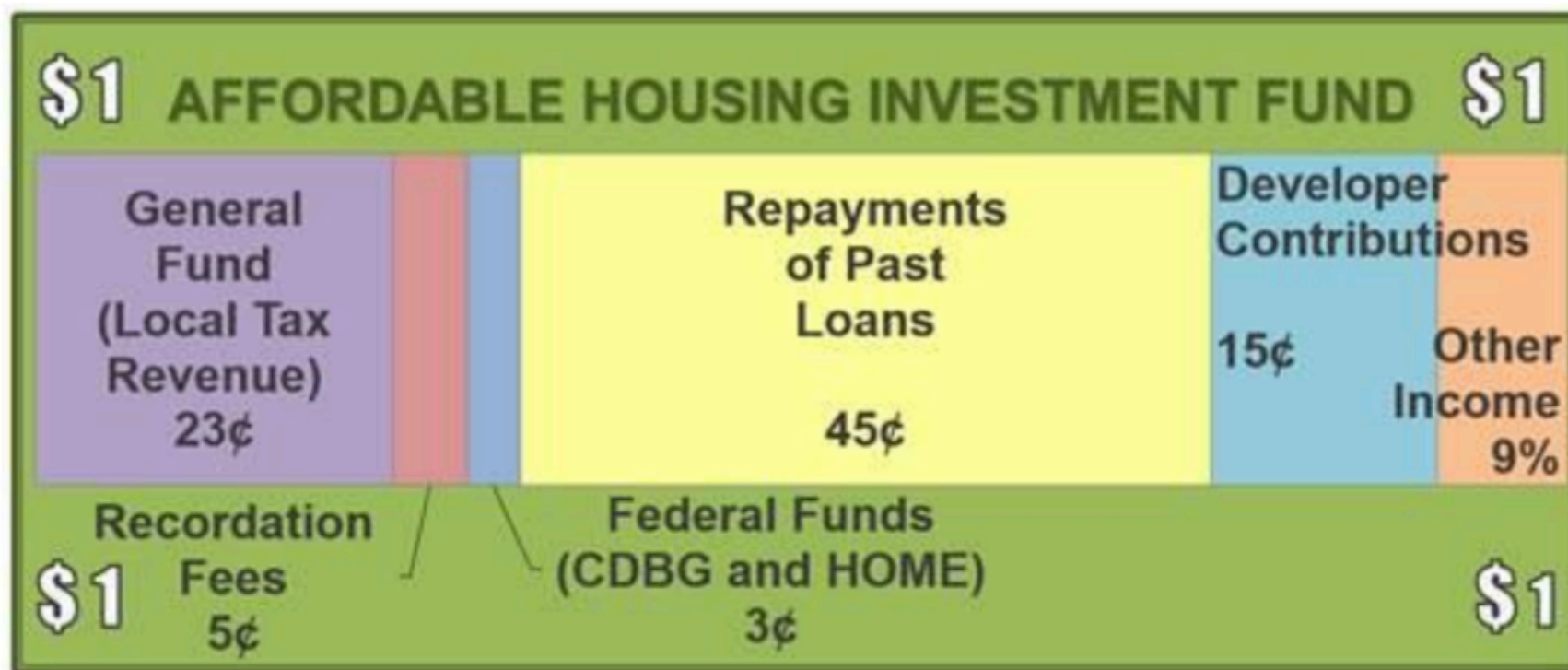
Tools

1. Public Housing
2. Low-income tax credit financing
3. Local revolving loan funds
4. Development contributions
5. Density bonuses
6. Bond financing
7. Inclusionary zoning
8. Leveraging public land

Tools

1. Public Housing
2. Low-income tax credit financing
3. Local revolving loan funds (AHIF)
4. Development contributions
5. Density bonuses
6. Bond financing
7. Inclusionary zoning
8. Leveraging public land

Where do the dollars come from to support AHIF?



AHIF Funding Sources FY2010 - FY2014 (\$126.5 Million)

Garden apartments: Affordability preserved with LIHTC

Building and Apartment Features

- Built in 1941
- Acquired in 1995
- Surface parking
- Adjacent to Wilson Blvd. shops
- Low flow plumbing fixtures
- Subject site for Arlingtonians for a Clean Environment (ACE) energy retrofit program in 2013
- Weatherproofing measures made to increase energy efficiency

Apartment Mix and Affordability

This property is mixed-income, combining market-rate and committed affordable units.

Size and Affordability	60% AMI*	80% AMI*	Market Rate	Total
1 bedroom	8	12	19	39
2 bedroom	0	0	0	0
3 bedroom	0	0	0	0
Total	8	12	19	39

* Area Median Income



Parc Rosslyn: New construction, LIHTC, AHIF, density transfer

Apartment Mix and Affordability

This property is mixed-use, combining market-rate and committed affordable units.

Size and Affordability	60% AMI*	Market Rate	Total
1 bedroom/ Efficiency	65	86	151
2 bedroom	28	38	66
3 bedroom	8	13	21
Total	101	137	238

*Area Median Income

Project Costs: \$67,000,000

Total uses	\$67,000,000
Land from APAH	\$7,500,000
Density value to Arlington Parks & Rec	\$5,000,000
Construction costs	\$41,500,000
Reserves and soft costs	\$13,000,000
Total sources	\$67,000,000
VHDA tax-exempt bond	\$43,000,000
REACH/SPARC loan	\$3,500,000
Arlington County AHIF / Parks loan	\$7,000,000
LIHTC equity	\$7,500,000
APAH Equity	\$6,000,000
(Arlington County Bridge Loan)	(\$4,500,000)

Partners

Arlington County
M&T Bank
Virginia Housing Development Authority





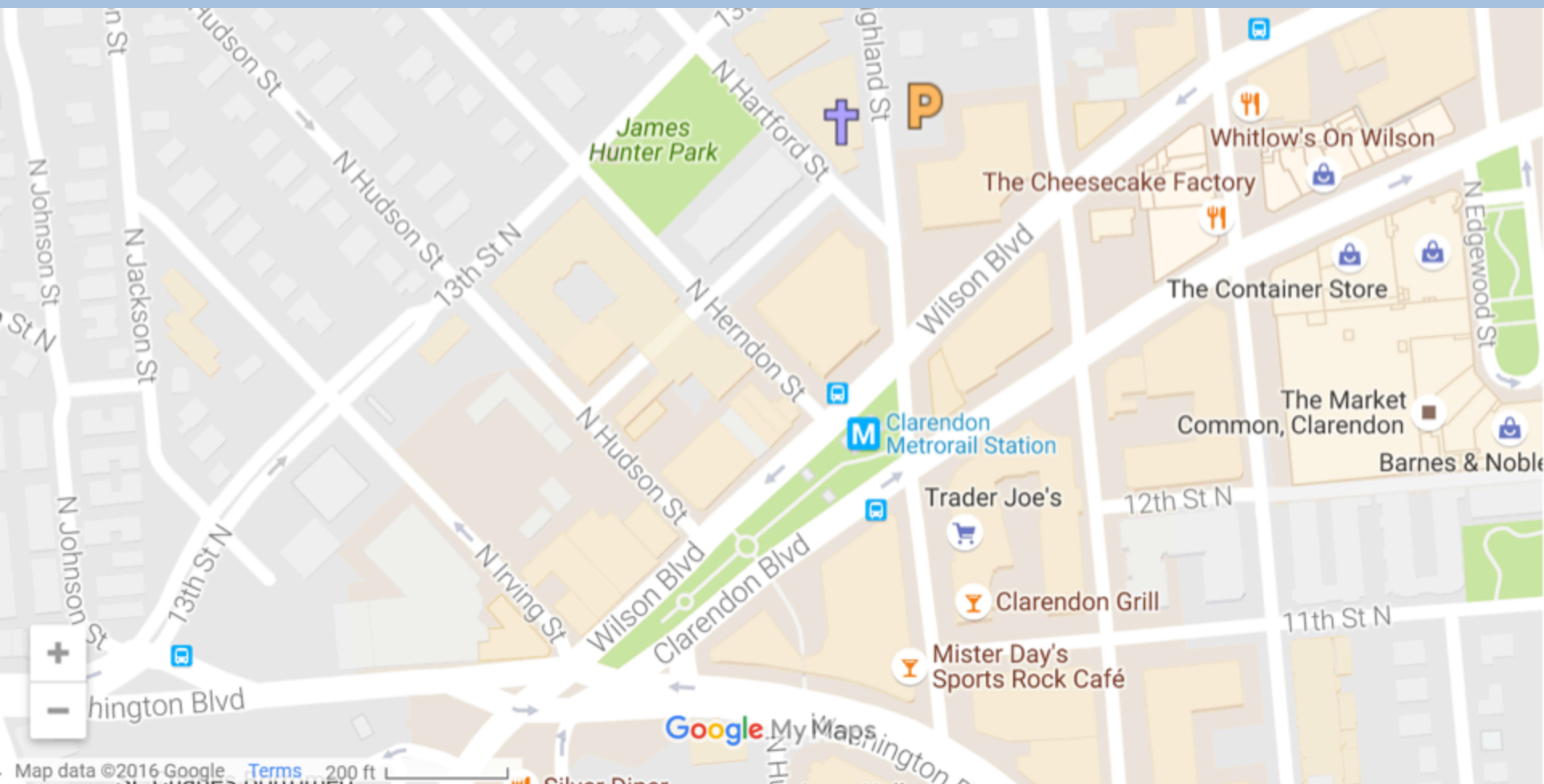
Establishes provisions for affordable housing for site plan projects

- On-site
- Off-site
- Cash contribution to AHIF

Applies to both commercial and residential development (excluding hotels)

Provisions can only be changed by the General Assembly

Joint development: Affordable housing with church



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Public land for affordable housing



Arlington Mill Residences



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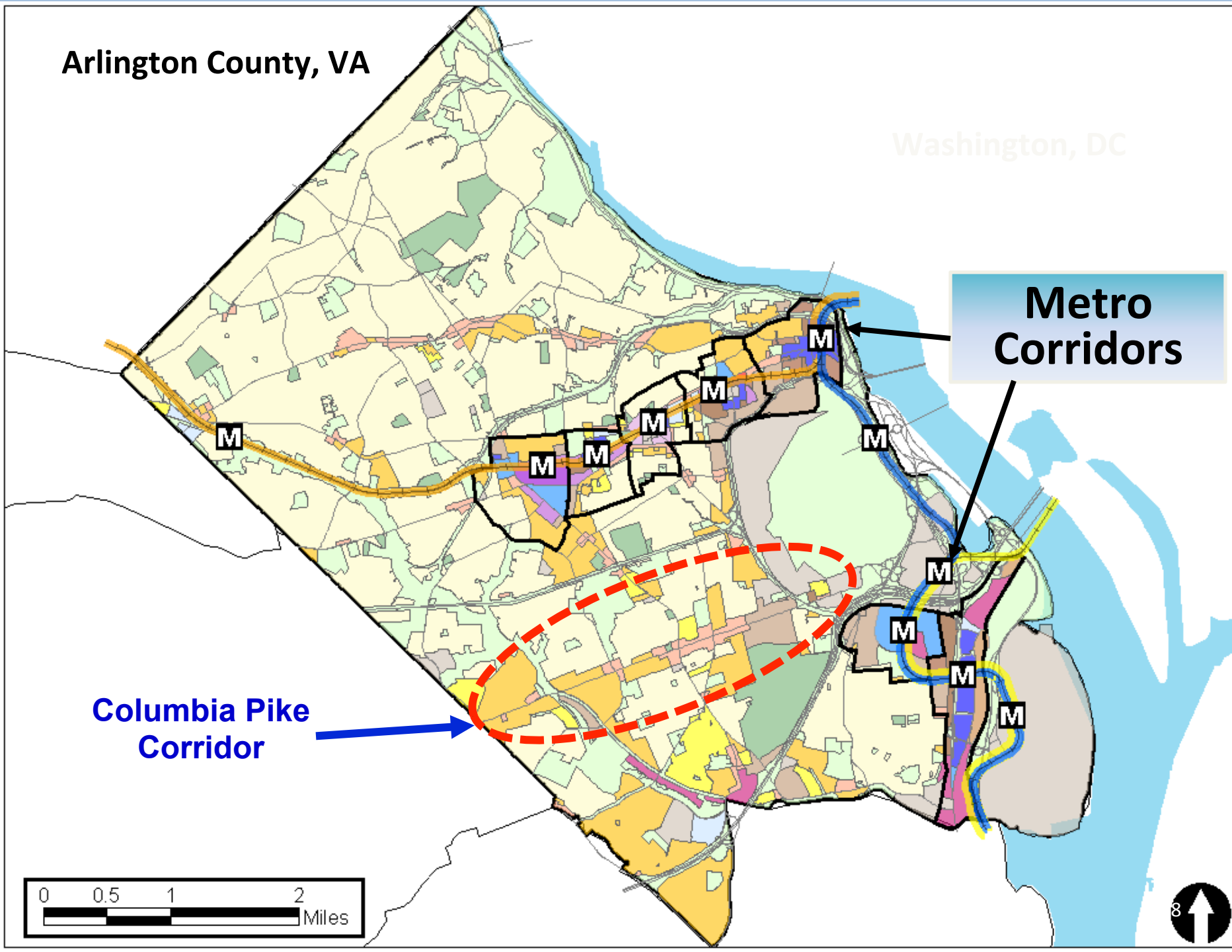


Arlington County, VA

Washington, DC

**Metro
Corridors**

**Columbia Pike
Corridor**



Arlington County, VA

Washington, DC

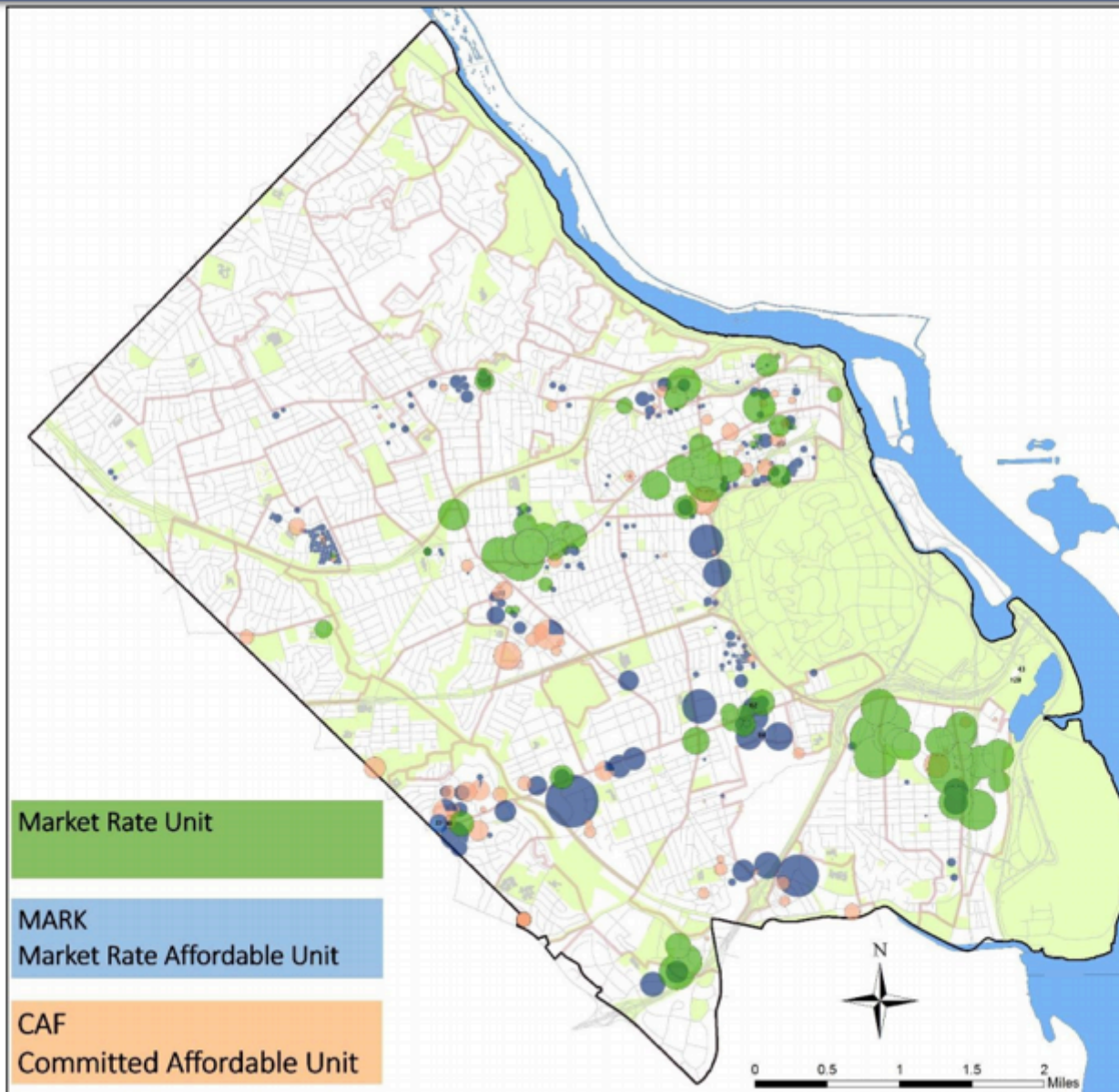
**Metro
Corridors**

- 3 ½ mile corridor
- Garden apartments, strip shopping centers
- Car-oriented, but good bus service



Distribution of Multi-family Rental

AFFORDABLE
HOUSING STUDY



Columbia Pike

Transforming an auto-oriented strip
into a walkable main street



Columbia Pike

Columbia Pike:

- Has 20% of the County's population
- More than 45% of housing units affordable to families at $\leq 60\%$ of AMI
- Some 14,800 new units of multi-family housing could be added over the next 3 decades



2002 – The First Charrette

OUR LITTER
HITS CLOSE
TO HOME.

Pieces by pieces, litter adds up, and makes the places
we go to every day unsafe and unhealthy.

Take control.
Take care of your trash.
www.columbia.org



ARTS & CULTURE
COLUMBIA PIKE
NEIGHBORHOODS
PLAN

COLUMBIA PIKE

NEIGHBORHOODS PLAN

COME SHARE YOUR IDEAS!

CHARRETTE JUNE 24 - 30 • PIKENEIGHBORHOODSPLAN.COM

2011 – Second Charrette



of streets?

Columbia Pike Design Charrette



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Form-base Code

*First approved
February 2003*



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THE COLUMBIA PIKE SPECIAL REVITALIZATION DISTRICT FORM BASED CODE

SECTION 20 (APPENDIX A) OF THE ZONING ORDINANCE
"CP-FBC" COLUMBIA PIKE—FORM BASED CODE DISTRICTS



ADOPTED 25 FEBRUARY 2003
WITH AMENDMENTS THROUGH
24 JULY 2012

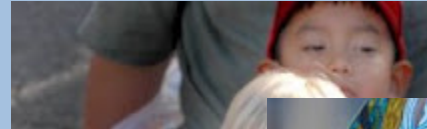
DEPARTMENT OF
COMMUNITY PLANNING,
HOUSING AND DEVELOPMENT

PLANNING DIVISION

2500 CLARENDON BOULEVARD
ARLINGTON, VA 22201

A diverse, multi-cultural community

- Nearly 100% of the population is Hispanic/Latino
- Generations of nearly 100% of the population are children of immigrants
- Columbia has a high rate of income diversity



[illegible][illegible]

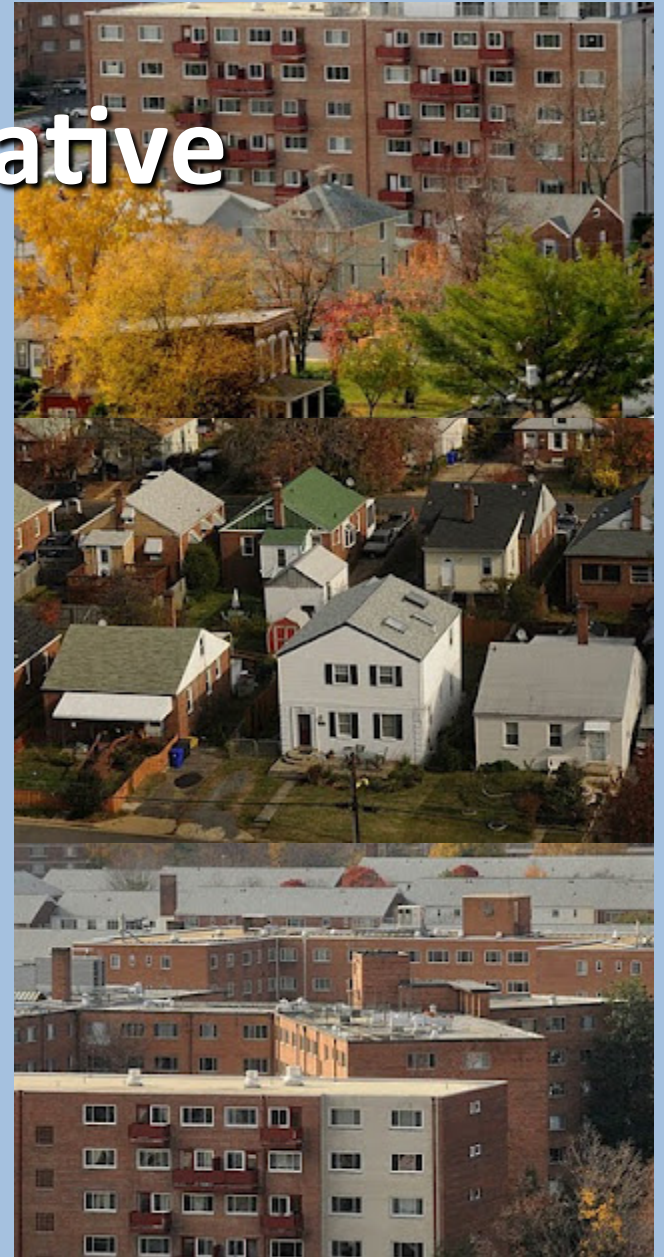
Integrating housing with policies for the built environment

- Combine housing goals with land use plan
- Incorporate tools with development incentives

Columbia Pike Initiative

Second Phase:

- Land Use & Housing Plan
- Study initiated 2008
- Plan approved July 23, 2012



Columbia Pike Initiative

Second Phase:

- New FBC
- Housing goals
- Tools



COLUMBIA PIKE
NEIGHBORHOODS
AREA PLAN



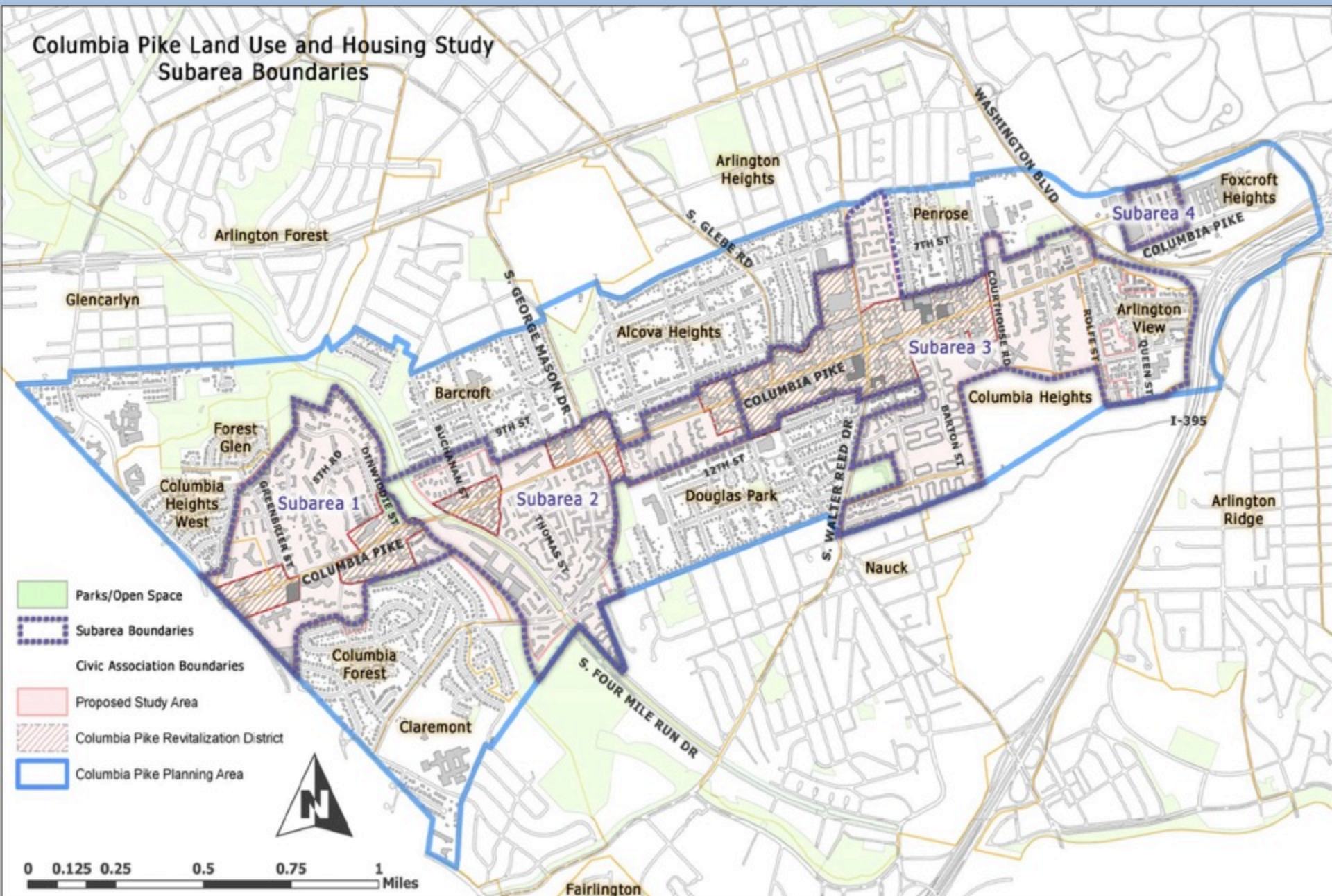
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Analyzing existing conditions, assessing likely outcomes

THE HOUSING STUDY

Columbia Pike Land Use and Housing Study Subarea Boundaries



Affordable Housing Supply & Demand

Income range:	Rental Households:	HG & HCV:	CAF's	MARKS	Gap:
< \$35K	2,986	1,000	0	0	1,986
\$35K-\$50K	1,292	0	230	1,200	-138
\$50k-\$75k	2,449	0	890	1,800	-241
\$75-\$100k	1,129	0	84	3,200	-2,155
Total	7,856	1,000	1,204	6,200	-548

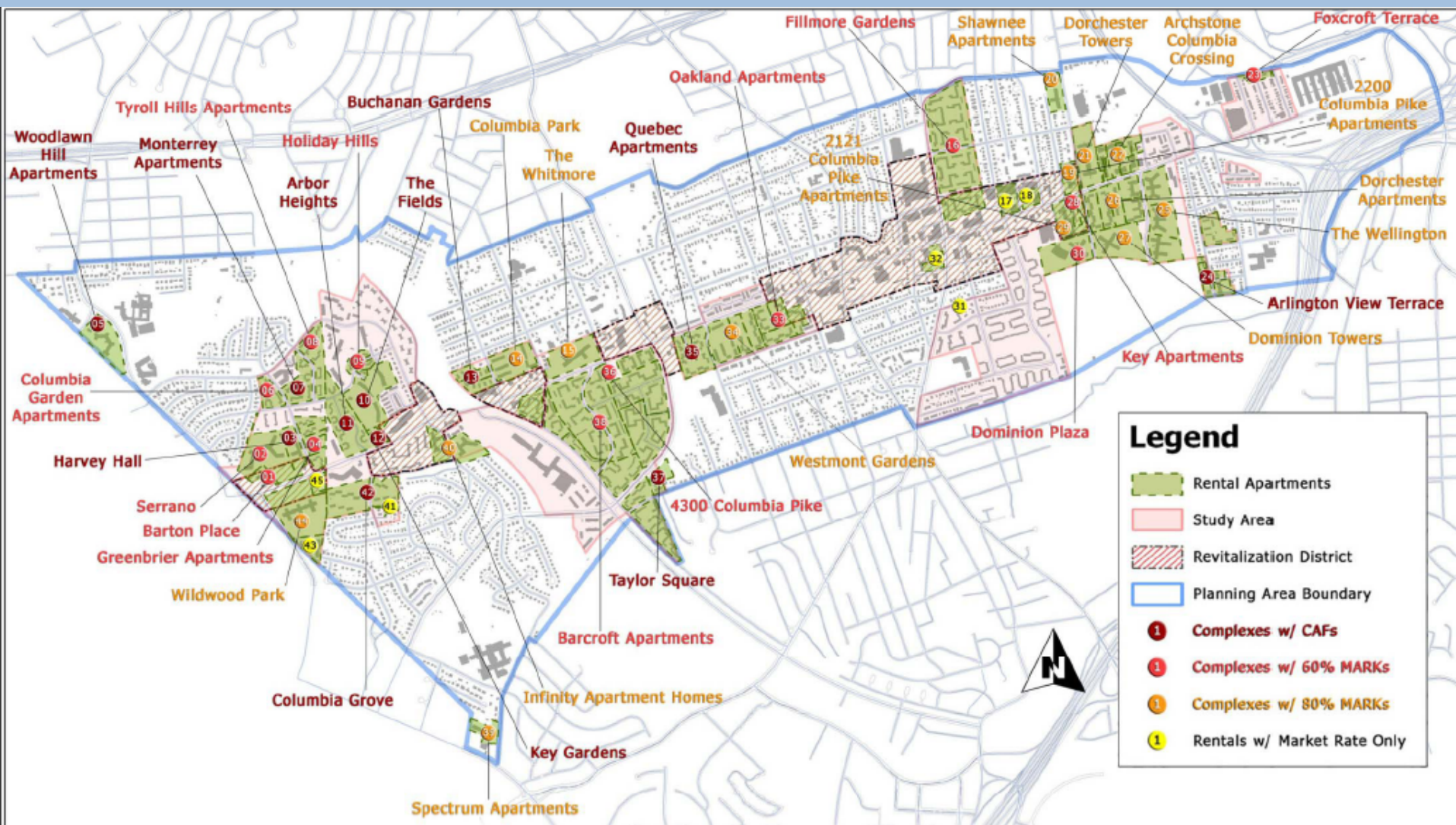
- *7,856 Total Households includes rental units within the general Columbia Pike Planning Area*
- *Some of the rental units may be located within single family homes, condos or townhouses*
- *Up to 40% of CAF units are occupied by HG & HCV households creating an overlap.*

Source: 2010 Census and CPHD

Housing: Projected losses

	2010 Baseline	2040 Projection
Market Rate (above 80%)	1,714	14,800
40% MARKs	0	0
50% MARKs	1,200	0
60% MARKs (at/below 60%)*	1,782	0
80% MARKs (60-80%)	3,213	2,700
Total MARKs	6,200	2,700
40% CAFs	0	250
50% CAFs	230	460
60% CAFs*	890	4,190
80% CAFs	84	700
Total CAFs	1,200	5,600
Total Units	9,113	23,100

The Housing Inventory



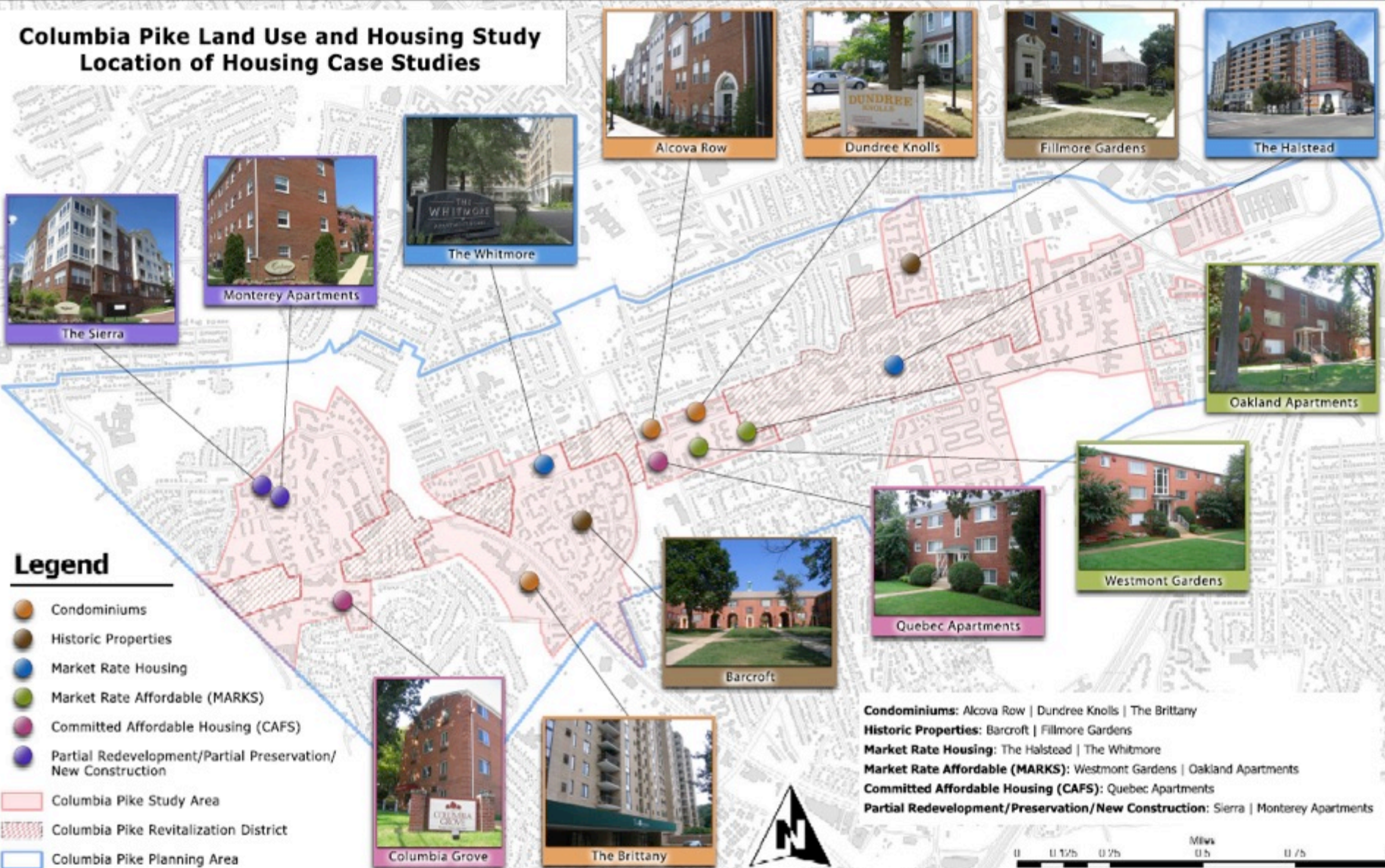


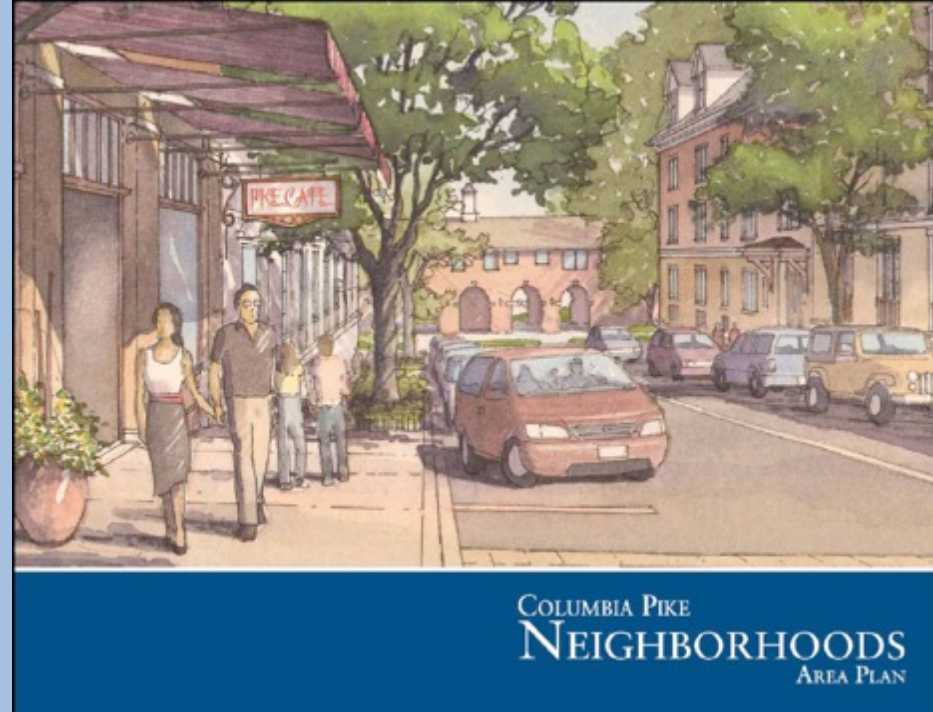
Multi-family stock:

- Varying conditions, quality
- Differing impact on built environment, including walkability



Columbia Pike Land Use and Housing Study Location of Housing Case Studies





What's to be done?

AFFORDABLE HOUSING POLICIES AND TOOLS

What are Conservation Areas?

Areas contributing to the overall character and identity of the Columbia Pike community and future vision of retaining existing built environment. Some of these characteristics include:

- Cohesive Campus
- Low-Scale Buildings
- Open Spaces with Mature Trees
- Affordable Housing (rental & ownership)

*Excerpt from p. 4.21
(Draft Neighborhoods Area Plan)*

Conservation Areas are areas where the recommendation is to maintain the existing form of development and preservation of affordable housing, existing buildings, open spaces, and landscaping including tree cover would occur. New development is not planned for these areas however limited opportunities for building renovations, building expansions such as “bump outs” to enlarge housing unit sizes, or site improvements to improve pedestrian circulation, screen parking, or reduce impervious pavement are possible.

Legend

Conservation Areas (the FBC would not apply)

 Conservation (No increased development potential considered)





Fillmore Gardens, as shown, will be considered a Conservation Area. This area is eligible for planning and financial tools, including Transfer of Development Rights, to encourage building renovations and preservation of affordable housing.

Bartcroft Apartments considered a Conservation Area eligible for planning and financial tools, including Transfer of Development Rights, to encourage building renovations and preservation of affordable housing.




Redevelopment Areas (the FBC would would apply)

Character Area Types & Corresponding Maximum Building Heights

Urban Mixed-use (description on page 4.24)

-  10 Stories (8 + 2 Stories with bonus)
-  8 Stories (6 + 2 Stories with bonus)
-  6 Stories
-  5 Stories

Urban Residential (description on page 4.26)

-  10 Stories (8 + 2 Stories with bonus)
-  8 Stories (6 + 2 Stories with bonus)
-  6 Stories
-  4 Stories

Townhouse/Small Apartment (description on page 4.26)

-  3 Stories

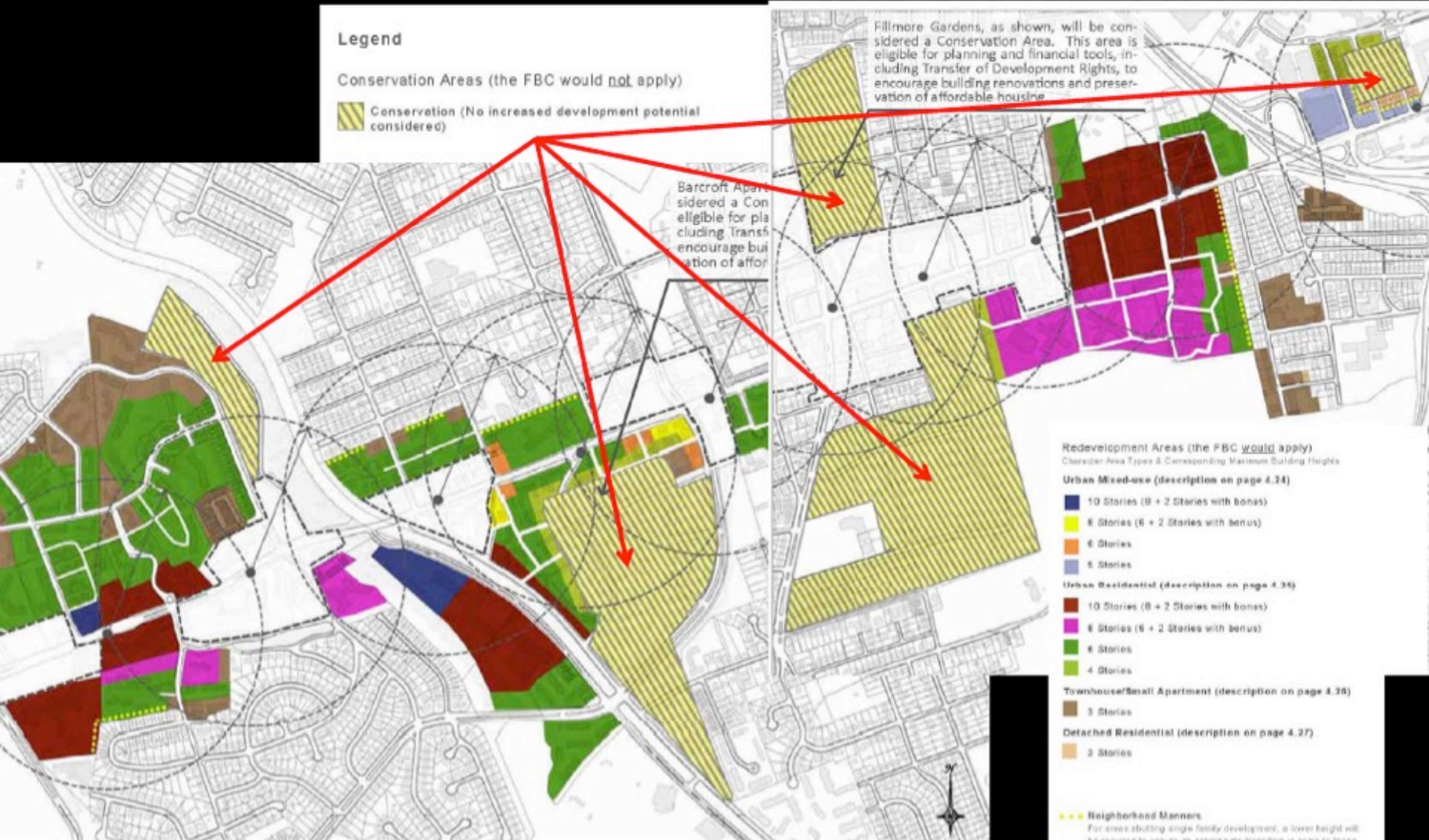
Detached Residential (description on page 4.27)

-  3 Stories

Neighborhood Manners

For areas abutting single family development, a lower height will be required to ensure an appropriate transition in scale to those areas. See the discussion of "Neighborhood Manners" on page 4.28 for further discussion.

 Existing Revitalization District Node



What are Redevelopment Areas?

- Areas close to the Pike and existing mixed-use nodes previously identified for redevelopment
- East and West ends of the Pike provided with incentives which guide change and help meet goals of the Plan
- Form Based Code (FBC) would be primary tool for achieving urban form goals, including sustainability and visitability
- Reduced parking ratios for committed affordable units in excess of base requirements
- Retail focused in existing FBC nodes, but small office/retail uses may be permitted by special exception along Pike frontage or away from the Pike

Ambitious goal – Multi-pronged strategy

- Zero net-loss of affordable housing
- Specific financing and planning incentives

Ambitious Housing Goals

- **Preserve approximately 4,500 affordable units**
 - 100% of housing affordable to households earning from \$35k to \$65k (lower incomes – up to 60% AMI)
 - 100 %
 - 50% of housing affordable to households earning from \$65k to \$85k (moderate incomes – 60% to 80% AMI)
- Explore Housing Options for households earning less than \$35k (very low incomes – less than 40% AMI)
- Expand ownership options – households earning between \$65k and \$100k
- Distribute affordable units across the Pike

Tools

- FBC Inclusionary requirement
- TDR
- Bonus height
- AHIF (revolving loan fund)
- Tax credits (LIHTC & Historic Pres.)
- Parking relief
- Leveraging public land

Form-based code

Developer/landowner benefits:

- Significant increased density
- Relief from substantive requirements of as-of-right zoning
- Relief from procedural requirements of special exception process

Form-based code

Housing requirements:

- CAFs must be included (new or renovated)
- Tenant relocation guidelines must be followed
- Options for units of higher or lower affordability

Form-based code

Access to other incentives:

- Tax credits (LIHTC & historic preservation)
- AHIF financing (County revolving loan fund)
- IDA financing
- Partial tax relief
- Potential relief of parking req's

TDR

Transfer of development rights:

- Allows density to be taken off sites intended to be preserved
- Can be applied to sites designated for “bonus” height

TOAH and TIF

- Columbia Pike Transit Oriented Affordable Housing (TOAH) Fund
- Funded by TIF
- 25% of tax growth in district goes to TOAH
- Can be used to help with a range of costs for creating CAFs along the Pike

Other tools

- Potential relief of parking req's
- Special loan funds
- Public land

In sum

30-year plan aims to:

- Preserve approximately 6,200 affordable housing units for people and families who can afford 40-80 percent area median income (AMI)
- Improve the built environment along the Pike, while strengthening neighborhood character
- Expand and improve the street, bike & pedestrian network

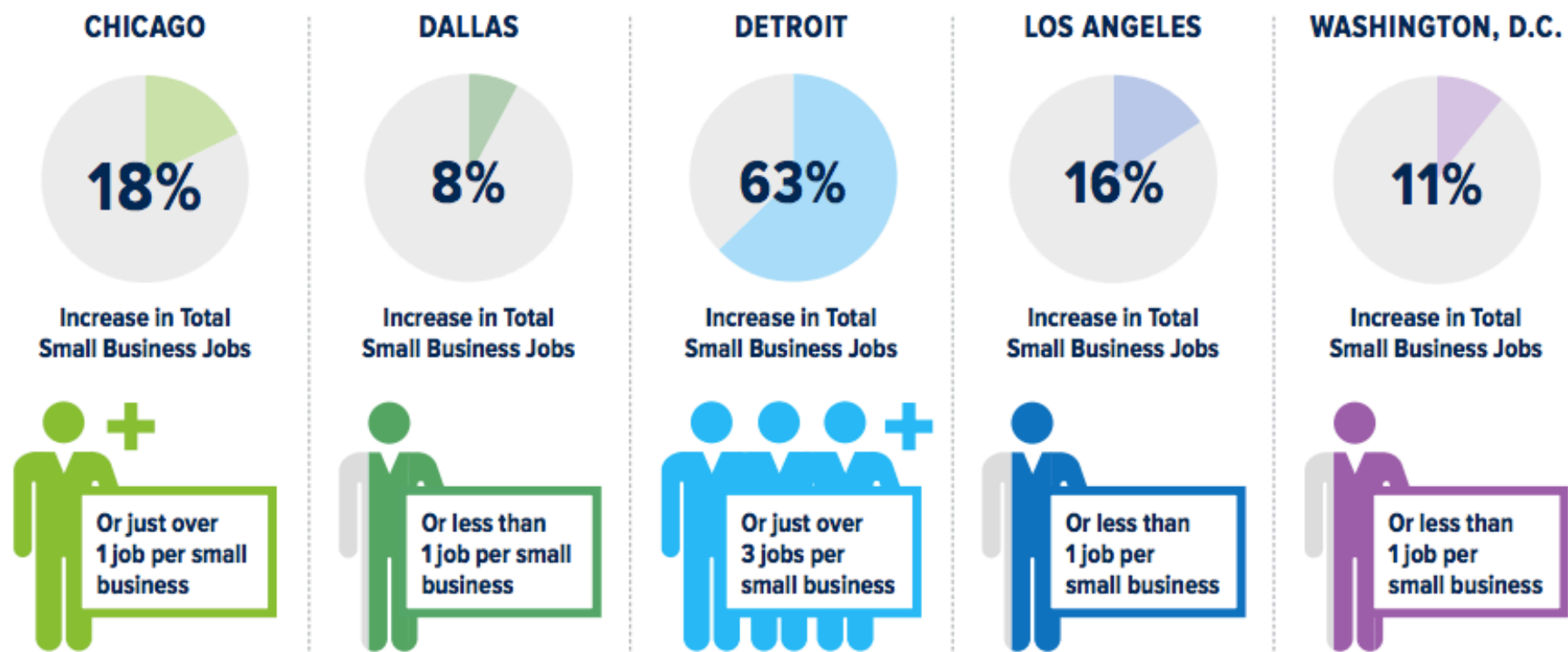




What do small businesses mean to Raleigh?



Figure 1. Growth in Small Business Jobs Required to Eliminate Inner City Unemployment



ICIC

Initiative for a Competitive Inner City

**The Big Impact of Small Businesses on Urban Job Creation:
Evidence from Five Cities**

OCTOBER 2016

What happens to businesses when neighborhoods change?

- Changes in consumer demand
- Changes in start-up and operating costs
- Disruption from construction

Gentrification and Small Business: Threat or Opportunity? Rachel Meltzer The New School



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What's driving retail changes?

- **Rising commercial RE prices**
- **Increasing popularity of cities**
- **Growth imperative of national chains**
- **Limited and declining supply of small spaces**
- **Commercial RE privileges national companies**

Institute for Local Self-Reliance



Smart Growth America
Promoting smart growth in communities







Minneapolis-St. Paul Green Line

Construction
Mitigation

Economic
Development

Business
Development



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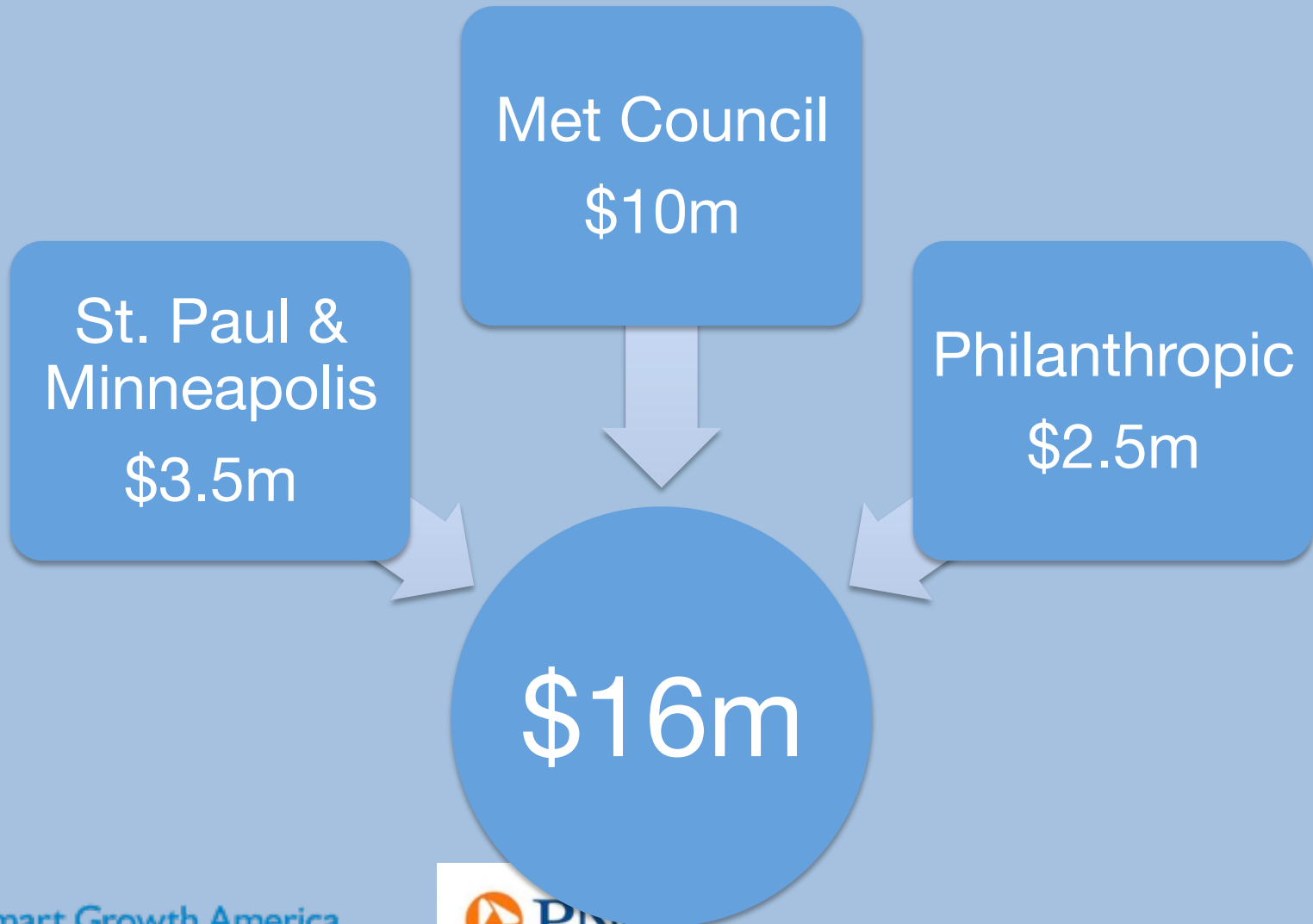




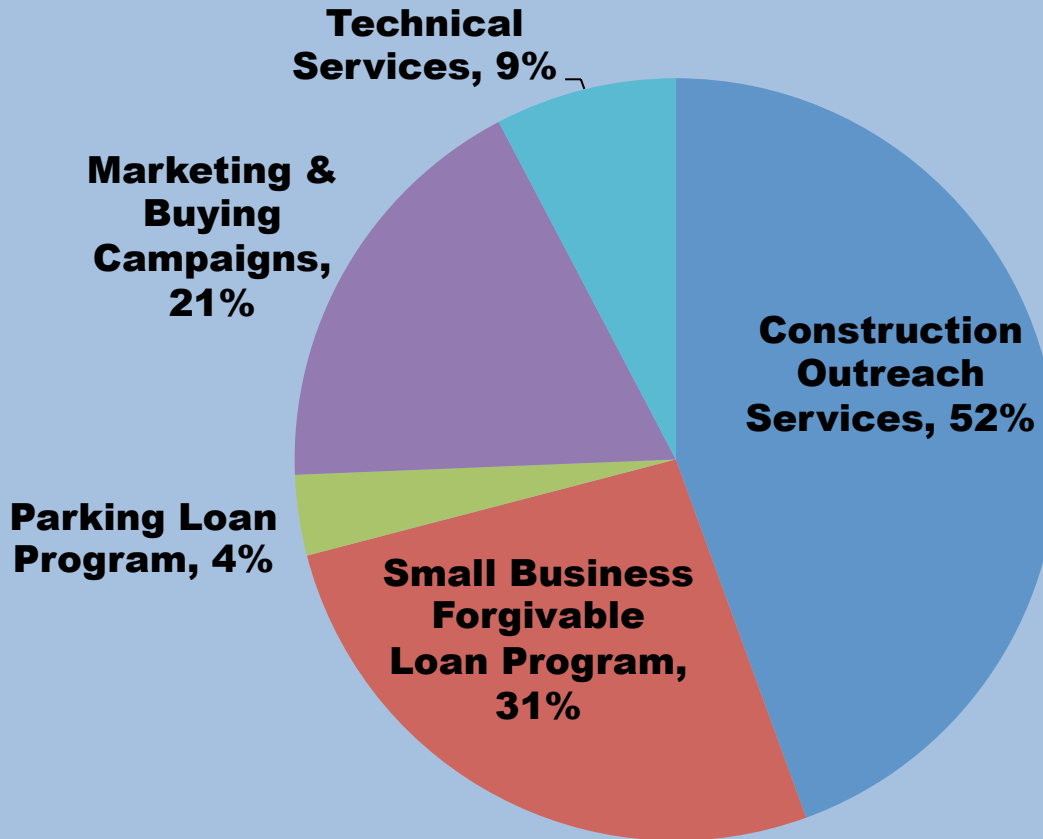
CENTRAL CORRIDOR
FUNDERS COLLABORATIVE

INVESTING BEYOND THE RAIL

Small Business Support Program



Small Business Support Program



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Greenline Results





Targeted Hiring

- Chronic Unemployment
- High poverty
- Underrepresented
- Apprentices



Benefits of targeted employment

Employment Opportunities

Economic Development

Education

Skilled Workforce

Participation of WMBEs

Stakeholder Engagement

Dallas-FW DART Expansion



Dallas-FW DART Diversity





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PNC



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PNC

Joint-Venture Growth



DART

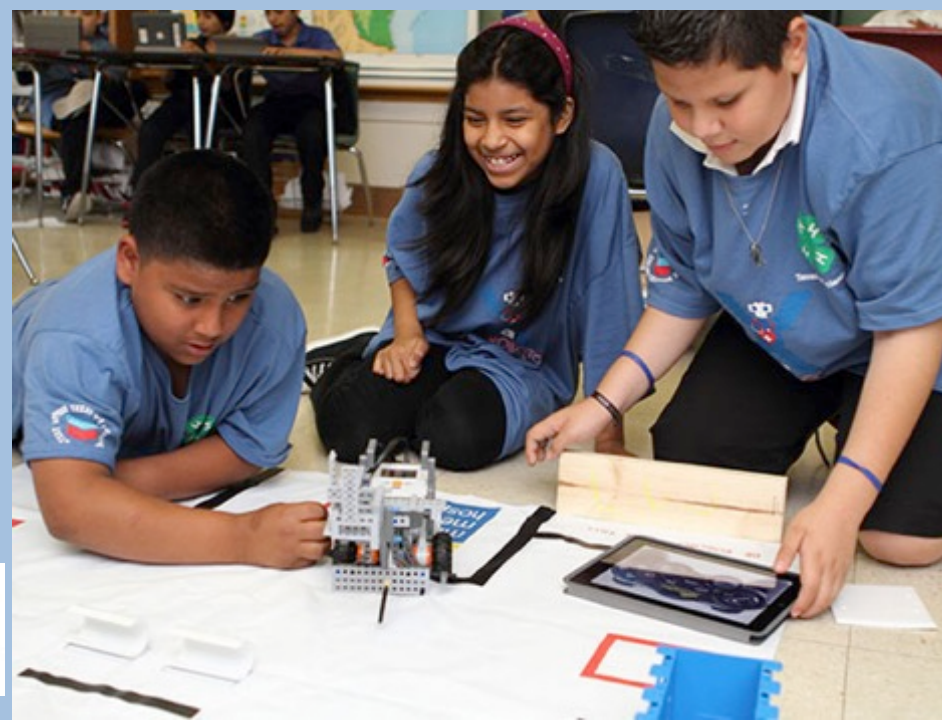


Greater Dallas
Hispanic Chamber
of Commerce

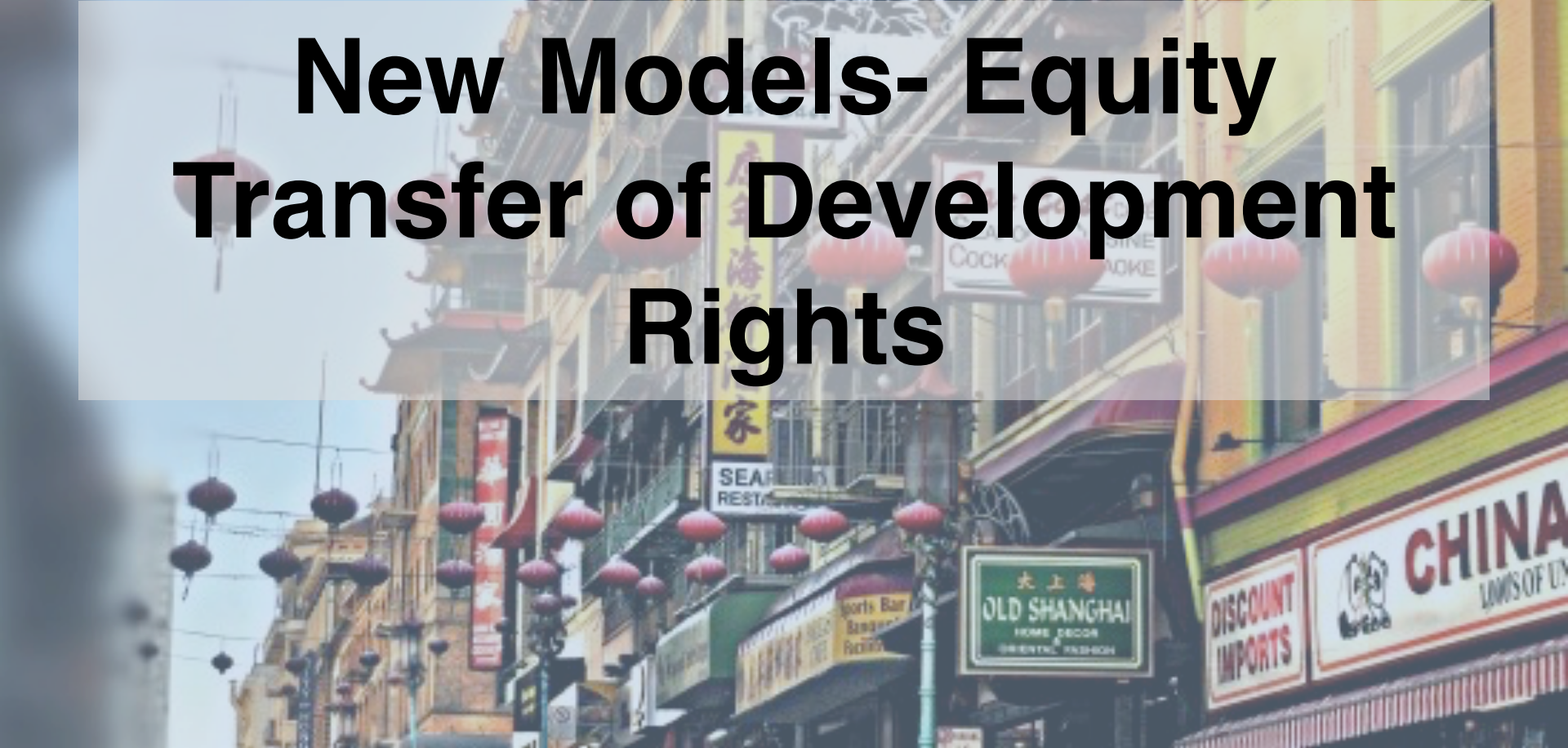


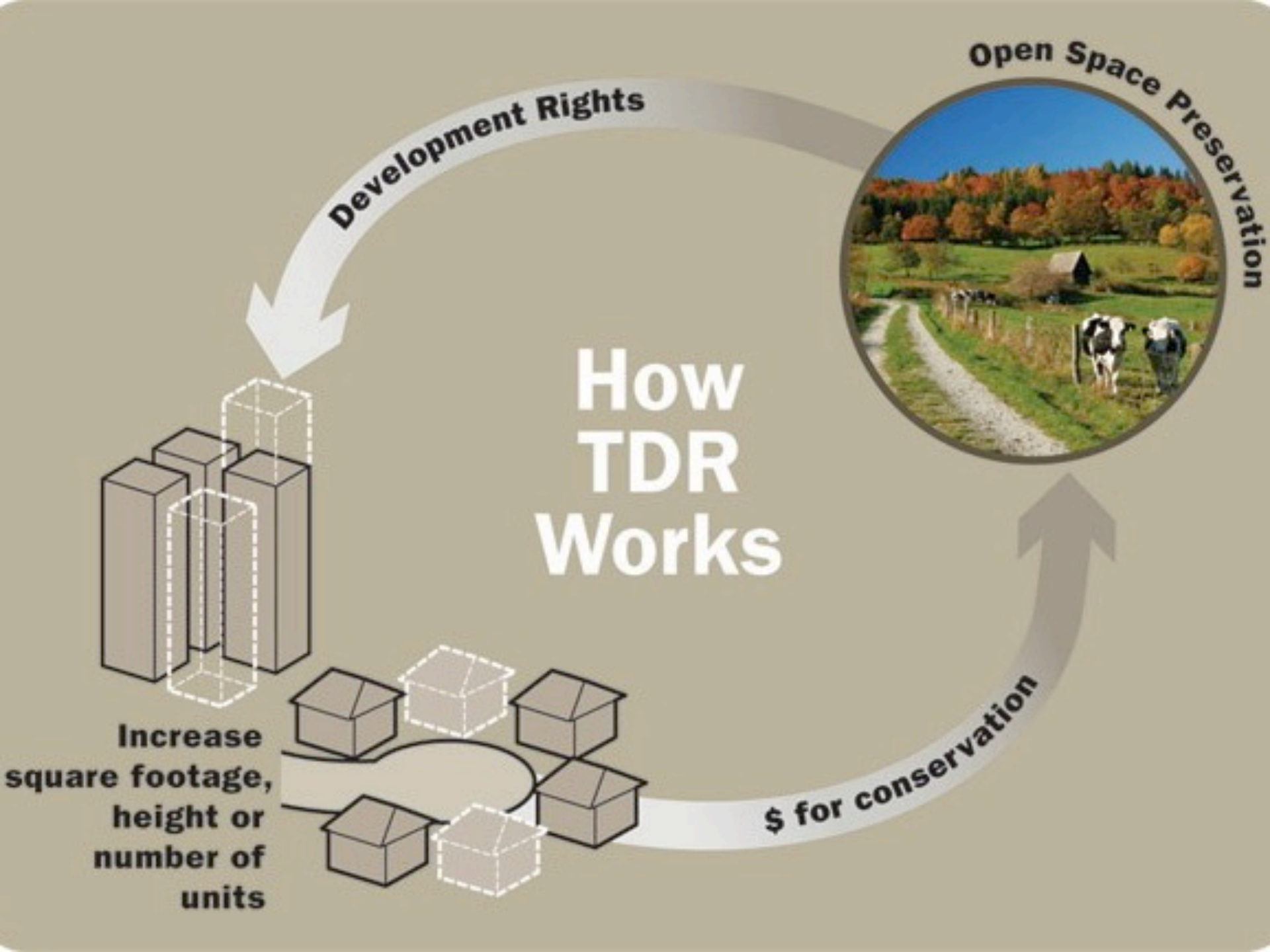
DALLAS BLACK
CHAMBER OF COMMERCE

Outreach



New Models- Equity Transfer of Development Rights





Development Rights

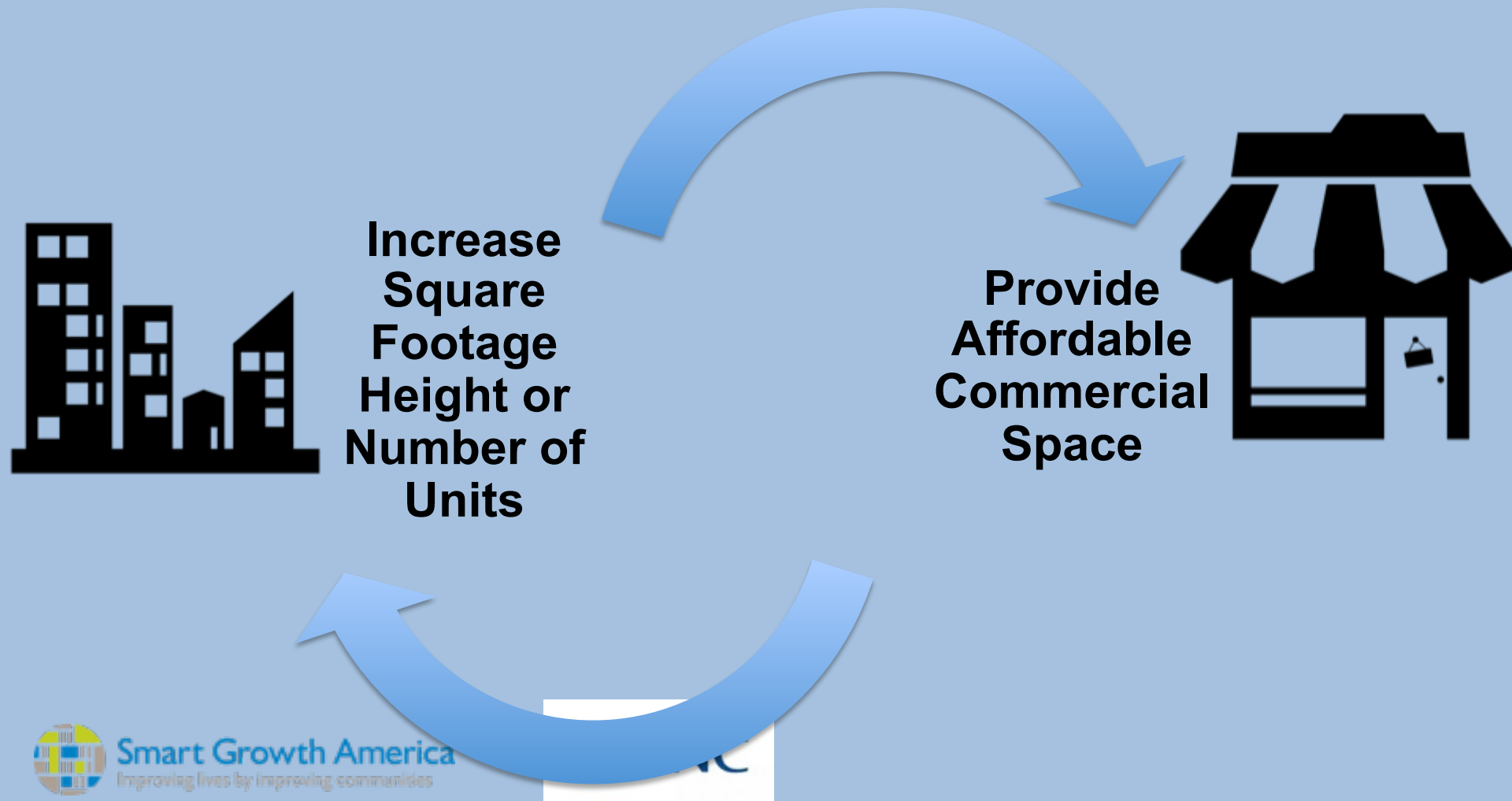
Open Space Preservation

How TDR Works

Increase square footage, height or number of units

\$ for conservation

How Equity Transfer of Development Rights (Could) Work



- What are the key opportunities for the SW corridor?
 - Housing
 - Transit
 - Small Business Preservation
- What are the major obstacles for the SW Corridor?
- What stakeholders are involved in moving next steps forward?

Thank You

Alex Hutchinson
Chris Zimmerman

Raleigh, NC
October 19, 2016



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